

Volume 5b

Globe 7/5/31

PAUL G. CURLEY RECEIVING FLOWERS AFTER READING THE DECLARATION



THE MAYOR'S SON (IN COLONIAL COSTUME) GIVEN BASKET BY CHIEF OF STAFF CHARLES J. McCARTHY, FOLLOWING FOURTH OF JULY EXERCISES ON OLD STATE HOUSE BALCONY

RECORD 7/5/31

Comm. Adopts 12-Hr. Parking Plan of Mayor

Mayor Curley yesterday won his plan for 12-hour unlimited parking in all downtown streets at a stormy session of the Boston Traffic Commission in City Hall.

"The hell with study! Let's get down to brass tacks and do something," the mayor cried when his own lieutenant, Chairman Joseph A. Conry of the traffic board, suggested time to study the plan.

As a result of Mayor Curley's aggressive attitude it was decided to draft rules in accordance with his suggestion after the meeting ended.

The mayor proposed that on all downtown streets, unrestricted parking be allowed on one side for 12 hours, and on the opposite side for the next 12. He said parking on Tremont st., on the Common side, should be banned because it hurts business and slows up traffic.

He repeated his charges made Thursday when he said that the present system opens up a source of graft. This drew the ire of Police Commissioner Hultman who asked the chief executive to leave "graft" out of the discussion.

Mayor Curley denied he said there was any graft, but charged that traffic officers were "playing favorites". He said that a person friendly with a traffic officer could leave his car parked as long as he liked even though the one hour rule was in force.

The meeting was heightened by the animosity which cropped out between Hultman and Chairman Conry. The atmosphere was tens but the fireworks display did not break out to the extent that had been expected.

The only verbal tilt between the two occurred when Hultman asserted the "no parking" spots were not properly designated. Conry asked him if he had noticed the signs on Beacon st., and the police head said he hadn't.

"I take it you don't travel much on Beacon st.," Conry dryly remarked.

"No, I only live there," Hultman sarcastically replied.

MAYOR SENDS GREETING TO BRAZILIAN CITY

In recognition of the dedication today in Rio de Janeiro of a statue symbolizing friendship and the gift of Americans, Mayor Curley yesterday sent a cablegram to Dr. Adolphe Bergamini, mayor of the Brazilian city, which read:

Boston, home of the first free public school in America, capital of New England, United States of America, whose constitution furnished model for your republic, sends on this, our independence day, warmest greetings to you and your people on occasion of dedication of statue of friendship symbolizing the brotherhood between you and us. May this feeling continue forever.

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DIFFER ON LOCATION OF SCHOOL

Opposition to Worth- ington St. for Girls' High

A big surprise developed in school circles recently when it was learned that Commissioner Richard J. Lane and the School Buildings Department disapprove of the school committee erecting any new girls' high school on Worthington street, Back Bay.

THOUGHT PLAN SETTLED

Until last week it was considered a virtual certainty that once the legislative bond issue of \$2,000,000 passed the muster of Mayor Curley and the City Council some \$1,300,000 would be appropriated for the immediate construction of a new girls' high school on Worthington street. The school committee were agreed that the Worthington street site was the best available location in the city.

The school committee in regular order forwarded to the school buildings department for approval the tentative decision of the board to erect a new central high school out of the \$2,000,000 bond issue on Worthington street. Land was bought on this street years ago by the city for this purpose.

Opposition Develops

It was learned, however, that the commissioners of school buildings decidedly oppose the construction of the new central high school for girls on Worthington street, and want it to be located on West Newton street.

The recent decision of the school building commissioners was construed by many to mean that a plan is being pushed to erect a new public latin school on the Worthington street site. The latin school celebrates its 300th anniversary in 1935 and pressure is being brought to bear to have an entirely new structure erected before that time.

Considerable opposition is slated to arise, however, to the construction of a new girls' high school on West Newton street. Scores of parents have already voiced their objection to this district, claiming the Back Bay site is far more preferable.

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CITY IN POMP AND SPLENDOR OBSERVES 4TH

Mayor in Series of Patriotic Addresses Before and After Veterans' Parade

Flag raising, a parade, and patriotic exercises in which notables headed by Mayor James M. Curley participated, yesterday featured the City of Boston's 148th municipal observance of Independence Day.

The program, the highlight of which was oration exercises at Faneuil Hall, included sports, district programs, a pageant on the Common for children, and concluded with band concerts and fireworks.

The main observance started at 9:15 with the official raising of national and city flags in front of city hall by Mayor Curley and President Joseph McGrath of the city council.

Then following a parade to the Common, Charles J. Corkery, national aide, U. S. W. V., as chief marshal; Charles J. McCarthy, commander of Suffolk Council, A. L., as chief of staff; Major Vincent Breen, O. R. C., adjutant, and Charles F. Bogan, national aide, U. S. W. V., aide to chief marshal.

Participating in the parade was a detachment of sailors from the U. S. S. Concord, United Spanish War Veterans, Suffolk County Council, A. L., and three Civil War veterans.

At the flagpole on the Common, a naval detail raised the national colors, and Mayor Curley made a brief patriotic address in the course of which he introduced the Civil War veterans, George Williams and David King, Kearsage Naval Veterans, and Frank A. Waterman, G. A. R.

From the Common the parade passed to the Old State House, where James H. Phelan, vice-president of the celebrations committee, introduced the mayor, who spoke briefly.

Then his son, Paul G. Curley, dressed in Colonial costume, read the Declaration of Independence from the balcony, and the parade moved to Faneuil Hall where it dismissed, and the observance began.

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WARN'S BIG BUSINESS OF NEED FOR JUSTICE OF '76

Senator Walsh Bitterly Flays Financiers as Cause for Present Economic Situation--Indifferent to 'Immoral Methods,' He Tells Faneuil Hall Audience



PATRIOTIC EXERCISES AT FANEUIL HALL

Photo shows U. S. Senator David I. Walsh as he was delivering the Fourth of July oration in Faneuil Hall yesterday, "The Cradle of Liberty." In colonial costume on the platform is Paul Curley, son of the Mayor, who read the Declaration of Independence.

United States Senator David I. Walsh, delivering Boston's Independence Day oration yesterday at Faneuil Hall, sounded a warning that the masses would call upon the government to take over private property rights if big business did not co-operate in restoring the principles of justice guaranteed by the founders of the republic in 1776.

BLAMES FINANCIERS

At the door of the leading financiers he laid the responsibility for the depression, charging that they corralled

the wealth of the country without any regard to their duty toward the public.

The federal and State governments he accused of "indifference and negligence" in allowing the big banking interests to carry on without check "their immoral business methods."

"Reign of Selfishness"

"Trusts, mergers, consolidations and other financial exploitations of industry, without check, hindrance or restraint," protested Senator Walsh, "led to a reign of selfishness responsible for most of our economic ills."

"Over-speculation and over-capitalization were the chief factors causing the debacle. One of their schemes was investment trusts in which they held

the people's money without being subject to stringent banking laws," he said.

The Senator protested that "industry and commerce should not be the puppets of banking," pointing out that 80 per cent of the capitalization of all the banks in the country is in the hands of 12 financial concerns, which had "virtual control of the other 20 per cent."

System on Trial

Owen D. Young, Dean Wallace B. Donham of Harvard Business School, Governor Ritchie of Maryland and other prominent leaders were agreed, Senator Walsh said, that the capitalistic system was on trial.

"This depression is due in large part to the malign inheritance resulting from the creation of aggregations of

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capital without thought of social responsibility required of those at the helm," he contended, insisting that business must consider its duty to the public.

Senator Walsh's views were received with loud applause by the largest crowd to attend the July 4 exercises in many years. After the meeting, his oration was the subject of animated conversation on the part of a large number of groups who remained in the hall.

To "Frighten Leaders"

The Senator warned, "Attempts to check existing abuses are denounced as an attack upon the principle of private ownership; the spectre of Socialism, Communism and Bolshevism is presented to frighten off public-spirited leaders."

The Independence Day oration was the feature of the city celebration which started in the morning with the official flag raising at City Hall and filled every hour of the Fourth with parades, pageants, band concerts, fireworks and public meetings.

Under the provisions of the charter, the Mayor opened the all-day programme by raising the national banner to the staffhead in School street and in the vanguard of a representative military parade, marched to the Common for the flag-raising on Monument Hill.

The parade escort of a white-garbed naval attachment from the Charlestown yard, and units of the Spanish War Veterans, Suffolk County Council, American Legion, and Kearsarge Naval Veterans, started on the march towards the Old State House.

Fun at P. O. Hole

Diverting the parade down Milk street, the Mayor drew up at the site of the delayed post office, where the John Drum Camp Band, U. S. W. V., played "The Pretty Maid Milking Her Cow," as a serenade to the municipal bosy that the Mayor sought to pasture on the site as a joke on the delay of the federal government.

Passing through Congress and State streets, the procession formed beneath the balcony of the Old State House, where Paul G. Curley, son of the Mayor, read "The Declaration of Independence" in a manner that made his father gleam with pride.

Following the conclusion of reading, the parade continued through Washington street, Dock square and Faneuil Hall square to the entrance of Faneuil Hall, where it disbanded.

Honor G. A. R. Veterans

The official patriotic programme at Faneuil Hall opened with the procession of guests to the platform, where the Mayor provided front row seats for two G. A. R. veterans who participated in the parade. This distinction went to David King and George Williams, veteran members of Kearsarge Post, G. A. R.

Presentation of the Mayor as presiding officer was made by Judge Frank Leveroni, chairman of the Independence Day committee, and invocation was pronounced opening the Faneuil Hall exercises by the Rev. Francis L. Phelan, S. T. L., assistant in the chancellor's office. Benediction was offered by the Rev. Robert Le Blanc Lynch, following a number of soprano solos from Madame Rose Zulalian.



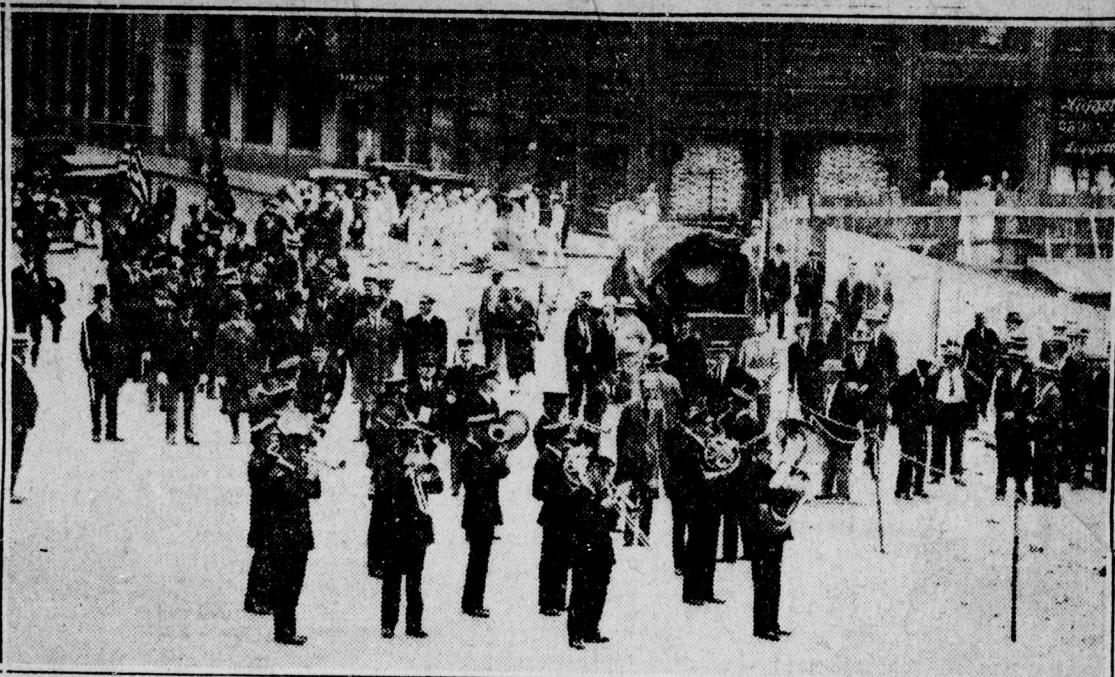
MAYOR CURLEY AND SON MARCHING IN PARADE

Mayor Curley is shown as he stepped along in the July 4th parade downtown yesterday. Left to right are the Mayor, Paul Curley, James H. Phelan of the celebration committee and Captain Jesse B. Gay, U. S. N.



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PARADERS SERENADE "POSTOFFICE COW"



The Captain John Drum Camp Band, U. S. W. V., is shown playing "A Pretty Maid Milking Her Cow," at the site of the long delayed postoffice, where the Mayor asked permission to pasture the municipal cow while waiting for action from the federal authorities. The Mayor is shown singing directly behind the band.

LOVE FEAST BY CURLEY AND WALSH

Senator Calls His Host Hub's "Mayor of the Poor"

Harmony in the front lines of the Bay State Democracy was broadly displayed yesterday, when U. S. Senator Walsh and Mayor Curley, breaking bread side by side at the Independence Day banquet at the Parker House, publicly engaged in a mutual admiration debate.

"MAYOR OF THE POOR"

Mayor Curley was extolled as "a patriot, educator and master of municipal government" by the Senator. "His heart and mind have been devoted to helping the poor and I like to think of him as 'Mayor of the poor,'" he said.

Replying, the Mayor added, "Let us

congratulate ourselves that we have as our senior Senator a man of vision, experience and human sympathies; a man free from the dogma of party ties, representing us in this, one of the most important periods in the life of the world."

More than 200 guests attending the city's official banquet to Senator Walsh, as orator of the day, greeted with wild enthusiasm the fulsome praise of the two party leaders.

It was while expressing his appreciation of the Mayor's invitation to him to deliver the historical oration that Senator Walsh first voiced his tribute to the city's chief executive.

"Mayor Curley," he said, "has done many remarkable things. I doubt that any Mayor in the entire history of the city has developed the machinery of government so efficiently and so effectively as he, with his vision and marvelous outlook for the future of this great metropolitan community."

Teacher of Patriotism

After pointing to the Mayor's work in expanding the hospital, promoting education and advancing the fire and other city departments to a remarkable degree of efficiency, the Senator said: "I like to think of him as the Mayor of the poor. His heart in a particular degree and his mind are constantly turned to helping the poor. I am sure that when he lays down the reins of this exacting and annoying public office, we will truly appreciate his great work."

"More than any other man in the State has he devoted himself to the development of patriotism, with his remarkable knowledge of the history of his State and his city. He has educated the people to a very high degree through his knowledge of and his interest in the historical background of the life of the State."

"I am impressed," said the Senator, "by the Mayor's patriotic fervor and spirit, which are due to a deep, sincere and abiding sense of patriotic devotion

to the cultivation of patriotism. He has been a teacher here and a source of inspiration to his people."

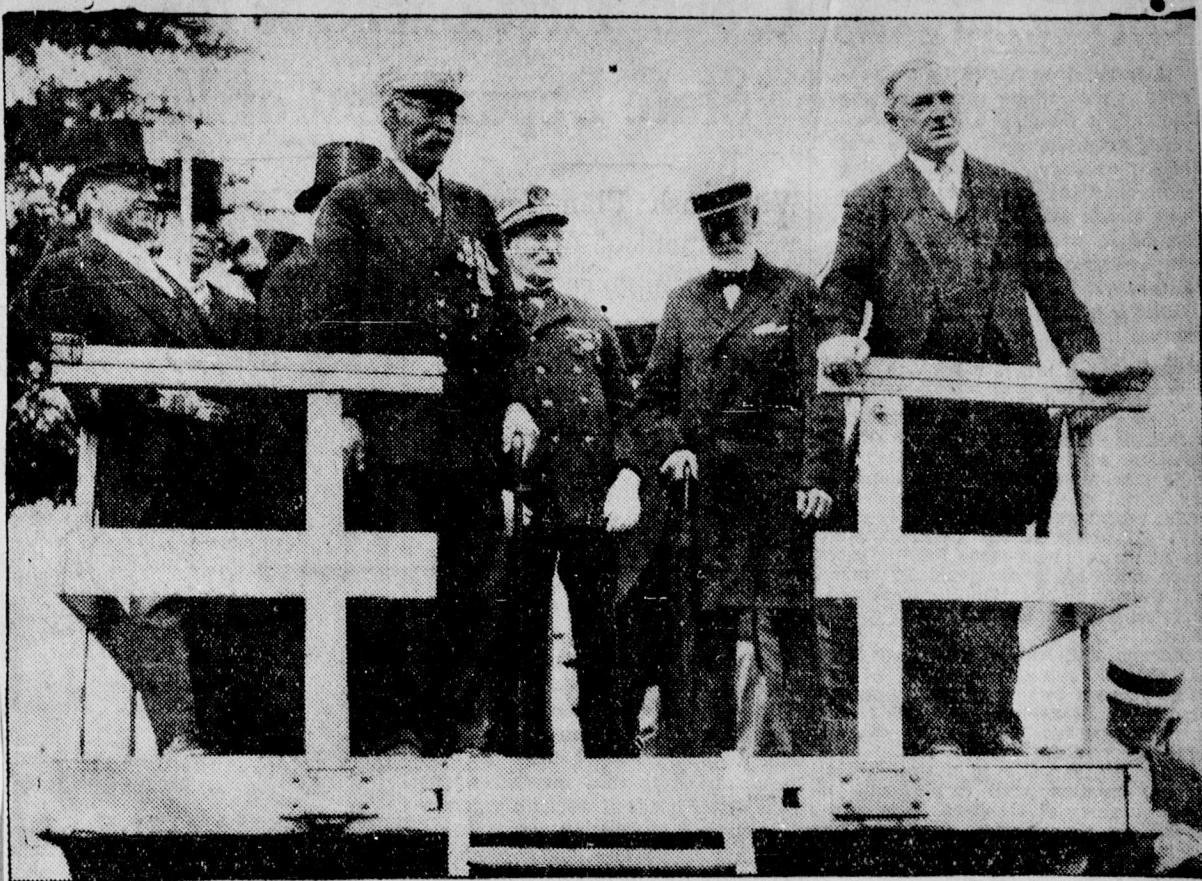
Master of Statecraft

The Mayor voiced his keen appreciation of the tribute, particularly, he said "because it came from a master in the field of statecraft." As a special feature for the Columbus Day ceremony, the Mayor said that he had invited the French fleet to come to Boston on Oct. 12, this year, before proceeding to the Yorktown celebration.

Among those at the head table with the Mayor and Senator Walsh were Colonel Wilson D. Burt, representing the army; Captain Jesse B. Gay, representing the navy; the Rev. Robert LeBlanc Lynch, chaplain of the day; Colonel Henry L. Spencer, commanding the First Corps of Cadets; Judge Thomas H. Connelly; Judge Frank Leveroni, chairman of the Independence Day committee; Charles J. Corkery, parade marshal; Charles J. McCarty, chief of staff, and other members of the celebration committee and the City Council.

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FEATURES OF CITY'S OBSERVANCE OF THE FOURTH



An unexpected incident of the exercises on the Common was Mayor Curley's invitation to three Grand Army men, two of whom served aboard the Kearsarge, to join him on the platform. Left to right—Judge Frank Leveroni, chairman; George Williams and Dave King, Kearsarge veterans; Frank A. Waterman, member of an old military family, and Mayor Curley.



At left—Paul G. Curley, the mayor's son, is seen reading the Declaration of Independence from the balcony of the old State House. At right—Scene attending the reading.

FULLER IS URGED TO DECLARE HIS INTENTIONS FOR NEXT YEAR; YOUNGMAN SCENTS OPPOSITION

By W. E. MULLINS

Since the profogation of the Legislature three weeks ago former Gov. Fuller has been urged by several prominent Republicans to commit himself definitely one way or the other on his plans for the 1932 election. They want some tangible assurance from him that he will seek the Republican nomination for Governor, or else positive information that he will remain out of the contest.

Armed with the information that they have been seeking, they then would be in position to assemble their forces behind him in a primary contest against Lt.-Gov. Youngman or be prepared to turn to some other prospective candidate with assurance that he would have no interference from Fuller in a contest against the Lieutenant-Governor.

The former Governor, however, repeatedly has demonstrated his political dexterity by parrying every thrust in these private conferences, and his position today is comparable to what it was more than a year ago this time when he just stopped short on several occasions of announcing his candidacy for the nomination for United States senator against William M. Butler and Eben S. Draper.

Youngman is fully aware of the antagonism to him in many sections of the party, but he apparently is on terms of intimacy once again with the organization forces. That was clearly demonstrated last Thursday when he was a guest of the executive section of the state committee with other party leaders at a conference in which the course the party will follow for the next few months was outlined.

Ways and means of raising campaign funds was one of the subjects discussed in his presence in spite of the warning he issued to members of the party six weeks ago against contributing to a fund which would be handled by Chairman Amos L. Taylor and National Committeeman Louis K. Liggett, whose resignations he demanded at that time.

STANDISH STATEMENTS

That Youngman suspects Fuller of some activity in the background was indicated the other day by his direct accusation that the statements being released under the name of Representative Lemuel W. Standish of Stoneham attacking him had been prepared by someone else and without the legislator's knowledge.

During the legislative session Standish frequently was referred to as Fuller's spokesman and he generally was accepted as such. Undoubtedly Youngman is convinced that the blasts directed at his activities in the executive council have been written on one of Fuller's typewriters.

Standish's bitter animosity toward Youngman and his great admiration for Fuller have been matters of public record. They are important from the standpoint that, like the Lieutenant-Governor, he is an ardent dry. Youngman naturally expects little support in a primary fight from the Republican wets, but he hardly can afford to have any widespread opposition to him from the dry wing of the party.

It is rather unfair to tax Youngman with the full responsibility for the activities of the executive council in the support it has given Gov. Ely in practically all his appointments. There are eight Republican votes against one Democratic vote. The fact is that the strongest man in the council is Chester L. Campbell. That was demonstrated last week on the confirmation of Morgan T. Ryan as registrar of motor vehicles.

Both Youngman and Councillor Walter E. Schuster were absent from the session. That made the count six Republicans and one Democrat. The meeting was delayed for 15 minutes while the Governor discussed the Ryan nomination privately with Campbell, just as he did the previous afternoon. When Campbell was won over, the nomination was unanimously confirmed. Campbell is the Republican power in the council.

CURLEY AGAINST ELY

One reason that the Republican nomination for Governor will be coveted next year is the practical assurance that Mayor Curley will run against Gov. Ely in the Democratic primary, unless the Governor retires from politics. In a contest between two such sturdy and reckless campaign fighters there naturally will remain some bitternesses which will be difficult to forget, and the one who emerges with the nomination will be considerably softened up for the election.

When the Governor opened up on John F. Fitzgerald and Mayor Curley in last year's primary he showed that he can be as intemperate as any other campaigner, while the mayor's reputation for two-fisted fighting has become something more than legendary to those who have watched him in his numerous political fights in the past.

Shrewd observers have confessed their amazement at the boldness of the tac-

tics demonstrated by the mayor in his militant campaign for support for Gov. Roosevelt's candidacy for the nomination for President. The latest overt act against former Gov. Al Smith was the unfurling last week of a banner in front of the Tammany Club in Roxbury bearing the slogan "America Needs Roosevelt for President." In the last municipal campaign the most conspicuous slogan was "Boston Needs Curley." They sound very much alike.

Added to that is the mayor's association as honorary president with a new Roosevelt-for-President league which will file papers this week with the secretary of state. The papers already contain hundreds of signatures, most of them obtained by Whitfield Tuck. The message contained on the first sheet is "first, last and all the time for Roosevelt with no reservation." If Smith decides to seek delegates in this state he must make his campaign without the support of those Roosevelt boosters.

That the mayor is unusually active is indicated by his willingness to appear nightly at assemblies of all description. Last Wednesday night he made a tremendous impression at the 77th birthday party for Dr. Walter G. Kendall at the B. A. A. More than 200 diners refused to permit him to cease speaking when he indicated that he was ready to leave. He eventually spoke for 45 minutes.

INTRODUCED BY GARCELON

On that occasion he was introduced by William F. Garcelon as "the man who has made more temporary Democrats out of good Republicans than any other Democrat in our memory." That was most unusual coming from Garcelon because he is a hard-boiled Republican of the old school who never before was convicted of giving a Democrat a compliment of any description.

Curley's boom for Roosevelt has a counterpart in a movement that has been begun by John Doherty, Boston lawyer, in the interest of Newton D. Baker, secretary of war under Woodrow Wilson. The first Baker-for-President club will be officially organized within a few days.

In spite of the political activity on many fronts, Gov. Ely remains pretty much in the background, save in the normal transaction of executive business affairs. During the week he made no reference to the request of State Treasurer Charles F. Hurley that a conference be called by the Governor for a discussion of the proposal advanced for a voluntary two-year moratorium in

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MANY EXERCISES CONDUCTED HERE

Mayor's Son Reads Declaration from Balcony of Old State House

WALSH AND CURLEY EXCHANGE TRIBUTES

In traditional fashion, the city of Boston officially observed yesterday the signing of the declaration of independence 155 years ago.

The exercises began with a flag-raising at City Hall, a parade to Boston Common, where another flag was raised, the reading of the declaration of independence from the balcony of the old State House, oration exercises in Faneuil hall, an official luncheon at noon, a pageant and athletic meet on the Common in the afternoon, a swimming meet on the Charles river and band concerts in all parts of the city.

In raising the United States flag at City Hall to the strains of the national anthem, Mayor Curley commented on the fact that he was acting in conformity with a provision which has been in the city charter since the incorporation of Boston in 1822.

MAYOR INTRODUCES SON

Later, his son, Paul Gerard Curley, followed an ancient tradition for the 148th year, when he read the declaration of independence in stirring tones. In introducing his son, Mayor Curley referred to him as "the Public Latin school boy who will read the declaration of independence, Paul Gerard Curley, son of Mayor Curley."

A touching incident occurred at the Boston Common flag-raising. Mayor Curley, introduced by John Archibald of the citizen's public celebrations committee, immediately asked that three G. A. R. men who were in the audience be escorted to the platform. The men were David King and George Williams, veterans of the U. S. S. Kearsarge, and Frank A. Waterman, member of an old military family.

"Bring the G. A. R. men yonder to the stand," said the mayor. "I fight for a salary and they fought for a country. Give the old boys a hand, folks, they won't be with us long. You'd give Texas Guinan a hand if she asked for it." The crowd responded with a burst of applause.

Those who spoke at the platform included Mayor Curley, who lauded the G. A. R. and remarked on their failing numbers, Chairman Archibald, Charles J. Corkery of the Spanish war veterans, chief marshal of the parade, Charles J. McCarty of the Suffolk county council of the American Legion and Col. Wilson D. Burt, representing the first corps area, who expressed the hope that the army and navy will be kept at the present strength, at least, and increase as the "population and power and majesty of the nation grows."

DECLARATION READ

The parade, which included S. war veterans, members of the

French Fleet Invited To Visit City Oct. 12

The French fleet, which will visit Yorktown, Va., in October, has been invited to visit Boston, Oct. 12, it was revealed by Mayor Curley yesterday at the official luncheon to the Independence day speaker, Senator David I. Walsh, at the Parker House.

"The fleet will go to Yorktown in October to participate in a celebration there, but we have invited the fleet to visit us in Boston on Oct. 12 before going to Yorktown. If the fleet does come here it will be particularly fitting, as in addition to Columbus day we also celebrate Pan-America day in this city," said the mayor.

F. Sinclair post, American Legion, the city employees' post, and a navy detachment, moved to the old State House, where the declaration was read from the balcony by young Curley.

From the State House the parade moved to Faneuil hall, where the troops were disbanded. United States Senator

David I. Walsh of Clinton was the orator of the occasion. Judge Frank Leveroni was chairman of the exercises. Invocation was delivered by the Rev. Francis L. Phelan, S. T. L., an assistant in the office of the chancellor of the archdiocese of Boston, and benediction by the Rev. Robert LeBlanc Lynch of Boston. Mme. Rose Zulalian sang several songs. The proceedings were broadcast over station WNAC.

An official luncheon, with Mayor Curley as the host, was tendered Senator Walsh at the Parker House at noon. After the luncheon, Senator Walsh arose, made known his appreciation for the honor conferred on him by designating him as orator of the day, and lauded Mayor Curley for developing the city and bringing its departments to a high state of efficiency.

"I always consider him the mayor of the poor," Senator Walsh said. "For his heart is touched in a particular degree by their suffering and he is constantly trying to alleviate such suffering. What he has done thus far will be a monument to his memory. Also, I think of him as a mayor who is trying all the time to inculcate a true and genuine patriotism in his people. His knowledge of history and the background of the nation has actually helped to educate those who have heard him."

Apparently touched by this unexpected tribute, Mayor Curley responded in kind. He said that the Senator's tribute was more significant to him because of his "life and experience in the field of statesmanship and politics which have given him an unusual opportunity for observation. Though at times we may envy him, nevertheless we congratulate ourselves that at a time like this, the state of Massachusetts is represented by a man of the vision, experience and human sympathies as Senator Walsh."

SENATOR WALSH GUEST OF MAYOR

Curley and Orator of Day Exchange Compliments

United States Senator David I. Walsh, orator of the city of Boston, ceremonies in honor of national Independence Day, was given a luncheon at the Parker House yesterday by Mayor James M. Curley, immediately following the exercises in Faneuil Hall. The affair was attended by about 50 persons, including the guests and participants in the program and the committee in charge of the day's celebration.

Senator Walsh, in thanking Mayor Curley for the honor bestowed on him, doubted if any Mayor had ever developed the machinery of government so effectively as has Mayor Curley. He spoke of the Mayor's sincere interest in hospitalization and education, and declared that he had brought all municipal departments up to a high standard of efficiency and service.

Senator Walsh said he liked to think of Mr Curley as the Mayor of the poor, for his heart and his mind, he said, have ever been turned to those things that would relieve the suffering of the poor. Senator Walsh said that more than anybody else Mayor Curley had devoted himself to promotion of patriotism. He said the Mayor's knowledge of the historical background of the city, State and country was remarkable.

Mayor Curley in reply said he appreciated the tribute from one who had earned the title "master in the field of statescraft." The Mayor said that Massachusetts should give thanks that it has in Washington a man of such vision and human sympathies as Senator Walsh, particularly in such an important period in the life of the world. The Mayor pointed out that Congress, when it meets again, has great opportunity to make contributions that should forward the progress of the American people.

The closing speaker was Joseph A. F. O'Neil, Boston schoolmaster and a member of the Independence Day committee.

Others at the luncheon included:

Miss Mary Curley, Col. Wilson D. Burt, U. S. A., 1st Army Area Corps; Capt. Jesse B. Gay, U. S. N., Boston Navy Yard; Paul G. Curley, Thomas J. A. Johnson, Board of Port Authority; Rev. Francis L. Phelan and Rev. Robert LeBlanc Lynch, chaplains of the day; Edmund L. Dolan, city treasurer and director of public celebrations; Lee Curley, George Curley, Lieut. William R. Ellis, Ancient and Honorable Artillery Company; Col. Henry L. Spencer, commander 1st Corps of Cadets; John A. Conny, Traffic Commissioner; Mrs. Henry L. Spencer, Judge Thomas H. Connelly, Frank Leveroni, chairman of the Independence Day committee; John B. Archibald, Charles J. Corkery, marshal of Independence Day; Charles J. McCarty, chief of staff; J. Frank Travers, associate director of public celebrations; Cornelius A. Reardon, secretary to the Mayor; William H. Cuddy, Charles F. Bogan and Maj. Vincent Breen, aids to the chief marshal; John A. Farley, James H. Phelan, Frederick J. Soule, Henry L. Lazarus, Arthur J. Lewis, John J. Noonan, Henry A. Sasserino, Henry J. D. Small, Louis Watson, John A. Scanga, E. B. Mero, Henry F. Brennau, all of the Independence Day committee, and Boston City Council.

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BOSTON OBSERVES FOURTH WITH HISTORIC CEREMONIES

Flag Raising and Colorful Parade Precede
Reading of Declaration by Mayor's Son
And Oration by Senator Walsh



SCENE AT CITY HALL FLAG RAISING, OPENING MUNICIPAL PROGRAM OF INDEPENDENCE DAY

As the glare of the giant bonfires faded away with dawn yesterday, Boston prepared for more formal celebration of Independence Day with display and oratory that John Adams, signer of the charter of liberty, predicted, 155 years ago, would mark anniversary days of the immortal document.

An assemblage that filled every seat in Faneuil Hall heard United States Senator David I. Walsh, as

icator for the time-honored exercises, recount the patriotic spirit of the colonists and declare that the daring of the drafters of the instrument of independence constituted the true American spirit. The Senator urged all to apply the spirit of '76 to the current depression emergency and out of it will come, he said, achievements which may be a noble monument to human endeavor.

On Boston Common and again at Faneuil Hall throngs heard Mayor James M. Curley praise the principles on which America was founded and pay tribute to the faith and courage of the statesmen and warriors who made possible the birth of the Nation.

Earlier, those assembled outside the Old State House heard from the lips of 18-year-old Paul G. Curley, son of the Mayor, the exalted words of the great document read once again, in conformity with custom, while he stood in the flag-draped balcony at

Flag Raising at City Hall

Ghooe

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tired in the Colonial costume of 155 years ago.

The city's official program began with flag-raising exercises in front of City Hall. First the national flag was hoisted by Mayor Curley and then the municipal flag was raised by Joseph McGrath, president of the City Council. In a military and civic parade that included a detachment from the Charlestown Navy Yard, a delegation of Spanish War Veterans, the Suffolk County Council of the American Legion and Kearsarge Naval Veterans, the guests and committee in charge of the celebration proceeded to Boston Common. Charles J. Corkery was chief marshal of the parade and Charles J. McCarty chief of staff.

Mayor Calls Up Veterans

At the flag pole on the Common, while the band played the "Stars and Stripes Forever" and "The Star Spangled Banner," the ceremony of raising the National colors was carried out by a detail from the Navy. As Mayor Curley was about to speak he noticed two Grand Army men and a veteran of the Kearsarge association in the crowd. He invited them to join the official committee. They were David King and Frank A. Waterman of the G. A. R. and George Williams, who saw duty with the veterans of the steam frigate Kearsarge. The Mayor made a brief patriotic speech.

The paraders then moved across the Common to Boylston st., to Tremont st., to Temple pl., to Washington st., to Water st., to Congress st., to State st., to the Old State House. As one of the bands passed the site of the Postoffice Building it struck up "Pretty Maid Milking Her Cow." The tune was promptly recognized and it gave everybody a good laugh because of the recent good-natured controversy between Mayor Curley and the Postal Department in Washington.

Exercises at State House

At the Old State House the troops formed in the street below the balcony, there was a trumpet call and music by the band, and then the chairman, James H. Phelan, presented the Mayor. Mr. Curley spoke briefly, after which his boy read the Declaration.

The parade was reformed and marched to Faneuil Hall. An orchestra played while the guests and participants made their way to the platform. The gathering sang one verse of "America." Judge Frank Leveroni, chairman of the day, presented Mayor Curley as presiding officer. The invocation was by Rev. Francis L. Phelan, S. T. L. of the Chancellor's office of the Catholic Archdiocese. Mme Rose Zulalian sang "The Red, White and Blue," and the "Hymn to America."

"High Tax Better Than Reds"

The orator of the occasion, Senator Walsh, was presented by Mayor Curley after he had told the throng that Boston and the Declaration of Independence were inseparably associated. The Mayor said that our suffering today is not comparable with that of the forefathers in America. He declared it was far better to have a high tax rate in every city and town of the country than to have them the nesting places for Communism.

Senator Walsh discussed in a vigorous speech lasting an hour and a half the social and economic problems of the present.

Benediction was pronounced by Rev. Robert LeBlanc Lynch, Episcopal clergyman. The program closed with a few words from George Williams of the Kearsarge and the singing of the "Star Spangled Banner," led by Mme Zulalian, while the colors of the Nation, State and city were massed on the platform.

ROOSEVELT'S VISIT TO FRANKLIN PARK

Late President Amazed at Variety of Birds There—Mayor Curley as a Naturalist

One day last Summer a delegation of Boston College students came to see Mayor Curley and he led them through Franklin Park on a watch and study expedition. His Honor showed himself to the students as an astonishingly well-informed naturalist.

Mayor Curley could name all the birds as he saw them and he was exceedingly familiar with their habits.

"I have had the ornithological bug for many years," the Mayor explained, when asked how he happened to get interested in this sideline. "When I was a little shaver, I got hold of the full set of the seven-volume octavo edition of Audubon's Birds of America.

"I was only 8 then, but I remember distinctly the time when, turning the pages of these books, I was fired with an impulse to go out and see for myself, alive in the wilds, every bird in the seven volumes."

The naturalists have discovered many rare species at Franklin Park and it is said that the park can furnish a catalog which, starting with the first blue bird of Spring, contains the names of more than 100 different varieties before the year is over. Some are all the year round birds like the chickadees, blue jays and woodpeckers.

When Roosevelt Visited Park

The most memorable of all the expeditions that have been made to Franklin Park, perhaps, was that of the Summer of 1918, when the late Theodore Roosevelt headed a party which included his former Secretary

of States, Robert S. Bacon, and United States Senator Henry Cabot Lodge.

Many will recall that it was Roosevelt who, as President, signed an edict prohibiting the slaughtering of the terus and egrets of the South and the warblers vircos and many fine Northern species of birds. Many of these birds were near extinction owing to the thoughtless greed and hunting of plume hunters.

During the years that had elapsed between Roosevelt's signing the edict and the date of his visit, many of these birds had increased amazingly. That day, when he was looking through his binocular, he exclaimed jubilantly:

"By Jove, that certainly is a sight well worth coming to see!"

He was observing the birds by the hundreds flitting about under the fine old trees that looked down when the wilderness held possession.

Curator Harkins made a little joke about the Colonel not being in favor of race suicide, anyhow.

"Dan," he exclaimed, "you tell me those birds have increased that way since I signed that edict! By cracky, I'm glad I did it!"

"They're mostly your children," the curator observed.

"And I'm proud of that family!" laughed Col Roosevelt. "Every one!"

AMERICAN 7/6/31

Mayor Wires to Coolidge and Cohan

Mayor Curley yesterday sent a congratulatory telegram to former President Calvin Coolidge, guest of Frank W. Stearns at Swampscott, as follows:

"My hearty congratulations. Go forth upon your 59th milestone. May this anniversary bring to Mrs. Coolidge and yourself every happiness and blessing."

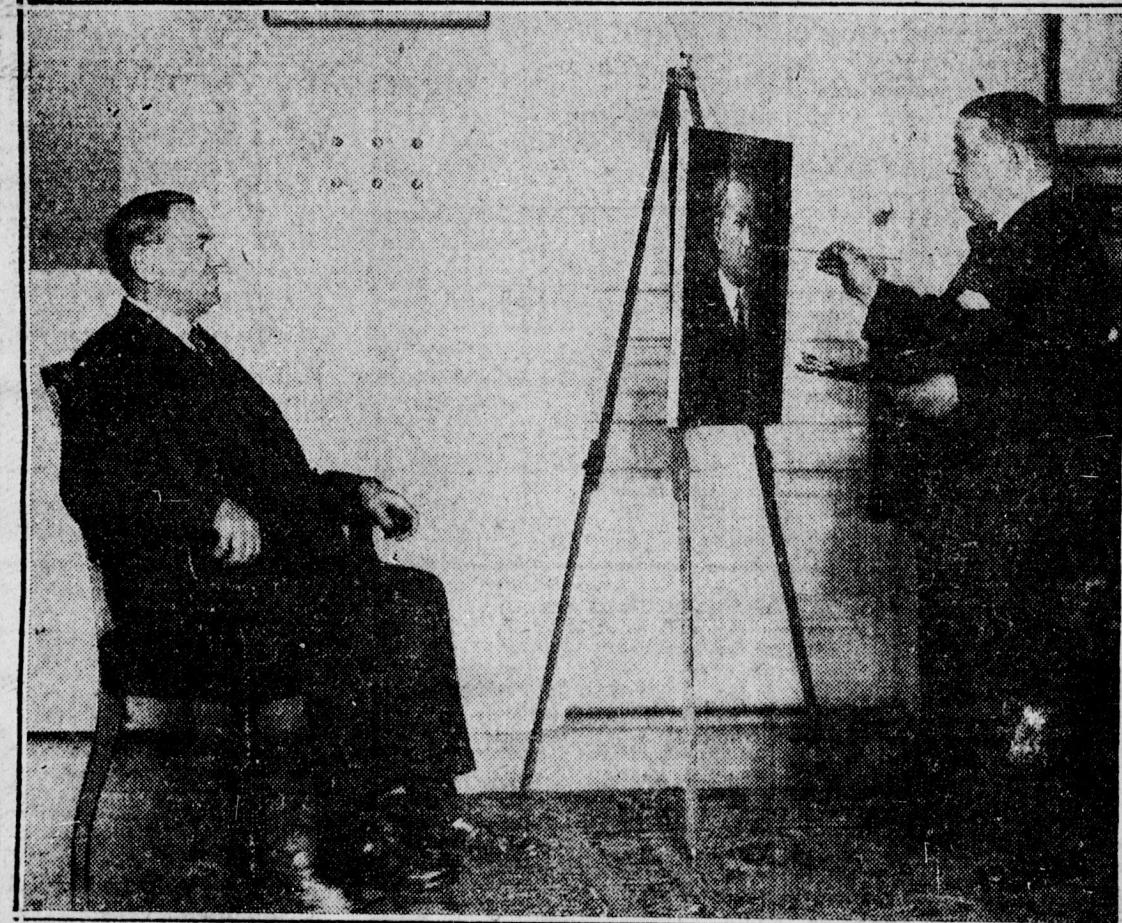
The mayor also wired to "Boston's own" George M. Cohan in New York:

"My congratulations and hearty good wishes at the 53rd milestone. You have brought more happiness in the world than any actor of the American stage. May this day prove the happiest of all the anniversaries."

Chore

7/5/31

MAYOR SITS FOR PORTRAIT BEFORE EX-COURT PAINTER



ERNEST DE NAGY, FORMER PORTRAIT PAINTER TO THE AUSTRIAN COURT, AT WORK IN THE MAYOR'S OFFICE

WALSH WARNS U. S. OF LOSS OF ITS FREEDOM

Vast Mechanism of Oppression Threatens, Senator Says in July 4th Address

At the Independence Day exercises of the City of Boston yesterday in Faneuil Hall warning was sounded by Sen. David L. Walsh, that the United States was threatened by a vast mechanism of oppression and a great subversion of its liberties and the disappearance of its priceless heritage—freedom.

This prophecy following close on the utterances of Mayor James M. Curley, who declared that it would be better for every city in America to be burdened with high taxes, for the relief of the toilers, than that they become the nesting places of Communism and Bolshevism.

ASKS DIVINE GUIDANCE

The invocation by Rev. Francis L. Phelan, S. T. L., touched upon the necessity of imploring Divine aid in steering the country through the crisis in which it now finds itself.

Senator Walsh declared that in the establishment of justice lay the solution of the economic and social problems now besetting the nation.

Senator Walsh said:

"A decade has passed since we emerged from the World War, triumphant, but a transformed nation with new and unforeseen problems fraught with grave consequences.

SERIOUS DISTRESS

"At this very hour that we are meeting in Faneuil Hall to celebrate the 155th anniversary of the Declaration of Independence, our country is immersed in the most serious distress ever experienced during any period of peace in the history of the Republic!

"It is my opinion that the depression is in a large part due to the malign inheritances, resulting from the creation of aggregations of capital, some of them of huge proportions, without any thought of the superhuman capacity and social responsibility that such aggregations required of those at the helm.

"That we went too fast is now recognized. That we proceeded without regulation is regrettably obvious.

ECONOMIC SELFISHNESS

"The movement toward formation of trusts, mergers, consolidations and other financial exploitations of industry and commerce without check, hindrance or restraint, led to a reign of intensified and aggressive economic selfishness and self-sufficiency that is responsible for most of our economic ills.

"In a word we became the victims of the spirit of greed and the abandonment of the binding obligations of social justice.

"We must not now become the victims of the spirit of fear, but we must face the facts and resolutely seek a way out of the shadow of the present crisis.

"There may be many contributing causes to the economic conditions through which we are passing, but the fact that the economic distress was world-wide does not satisfy. We consume more than 90 per cent of all we produce.

MORE MONEY THAN EVER

"Thus, the mere fact that there has been a falling off in a relatively small percentage of our foreign trade is not an acceptable explanation. Neither is the cause a lack of money. We have more money than ever before in our history.

"Two questions present themselves. Was the decade following the World War pseudo-prosperity? If it was real prosperity, why did it not continue? In my judgment, the same factors which were the cause of our professed prosperity were the cause of its collapse.

OVER-SPECULATION AND OVER-CAPITALIZATION SINCE THE WORLD WAR

stand forth as the chief factors that have caused this debacle. A more modest name would be 'gambling.'

"Every conceivable kind of financial scheme was devised, placed on the market and sold to the public. Notable among these law-evasive schemes that appropriately illustrate the means resorted to corral the money of the people were investment trusts which in the last analysis are financial institutions holding the savings of the public without being subject to the stringent banking laws which protect the depositors in savings and other Government-supervised banks.

"The working class received but a small proportion of the increase. Whatever of increased profits the captains of industry did not take to themselves, was transferred into increased capitalization or enormous untaxed surpluses.

STRAIN UPON CREDIT

"The money in the hands of the public which constitutes the purchasing power was rapidly diminished by the sales to the public of unsound and over-capitalized securities. The pocketbook of the public thus became empty and their purchasing power rapidly and materially diminished.

"This placed an unbearable strain upon credit, both here and abroad. This inflation gave an ephemeral purchasing power.

caused production to be intensified to an unprecedented degree.

"To the consequences resulting from the immoral methods of the business community must be added the indifference and negligence of the Federal and State governments who created corporation immunity and abandoned all responsibility concerning the methods of corporation capitalization."

TRIUMPH OF GREED

Because of the wild cheering that greeted his remarks, Senator Walsh was forced to pause. Continuing, he said:

"It is a black page in our history, this era of complete subservience to materialism—this epoch of the triumph of greed and selfishness. The extent to which this orgy of inflation and pyramiding of wealth and over-speculation and overcapitalization of industry have brought personal hardships, property losses, mental anguish, cannot be adequately measured.

"Smokeless chimneys in every city and town, deserted villages, empty tenements, vacant stores and valueless securities are mute evidences of an economic system that was criminal in its consequences.

"We are saddened when we consider that throughout the length of our fair land there may still be heard the ceaseless tread of the march of millions of jobless men and women.

DIRE RESULTS

"In the midst of plenty, many of our neighbors, through no fault of their own, are forced to eat the bread of poverty."

Without mincing of words, the Massachusetts senator pointed out the dire results of America's orgy of speculation. He observed:

"It is not over-production but under-consumption that ails the country. Under-consumption resulting from the loss of income of the millions of investors, who discovered that they had invested not in stable securities but in inflated equities. Under-consumption that has resulted from the loss of wage to the millions of unemployed and the millions partially employed at reduced wages.

BY HUMAN ACTS

"Rational people cannot accept the doctrine that society is helpless with respect to economic wrong; that depressions, after they come cannot be cured or at least mitigated. Depressions do not cause themselves.

"Back of every depression is a series of human acts and human acts presume responsibility—a man or group of men who can be called to account and compelled to do differently in the future. Who but the State must do that calling to account and plan against reoccurrences?

"Human agencies, not fate, must restore prosperity.

"The safeguarding of capital, not speculation should be the function of banking.

"The inequality in the distribution of wealth in America too glaringly challenges attention. In

ent AMERICAN

one year the net income of 504 persons was sufficient to purchase the entire wheat and cotton crops of the United States."

Eighty per cent of the capitalization of all the banks in the country is now said to be in the hands of twelve financial concerns, he added.

"Attempt to check existing abuses which seem to interfere with present methods is denounced as an attack upon the principle of private ownership; the spectre of socialism, communism and bolshevism is presented to frighten off public-spirited leaders from practically dealing with the subject.

MUST CO-OPERATE

"One thing that the present depression has taught is that the capitalistic system must prevent such dislocations of human suffering and misery, caused by widespread unemployment, old age destitution, the obsolescence of middle aged men and women, and the general lowering of the standards of living of the working class, developing and re-occurring in any such degree as at present; this means, that it must take an account of its social responsibilities.

"This will require the co-operation of government with business and business with government.

"To meet the social responsibility on the part of government and industry, there must be a mutual recognition of rights, based on mutual goodwill. If industry does not co-operate, stands aloof, and contents itself with supporting a 'hands off' program, then the masses, in their desperation for relief, from threatened industrial slavery, may be expected to turn to the government for prompt and decisive action which may even go so far as to demand the renunciation of private property rights in favor of the State.

"Such an extreme may be worse than the present system."

TOILERS ARE VICTIMS.

Mayor Curley said that the individual worker was not responsible for the failure of the government to provide a program, which would tend to relieve the present economic stress. He declared that the toiler was the victim of the depression, being ground beneath the wheels of the capitalistic system.

"It now becomes the purpose of the government," he said, "to look after the social and economic welfare of the toiler in much the same manner as the government safeguards the capitalist."

Benediction was pronounced by Rev. Robert Le Blanc Lynch. The exercises were brought to a close by the singing of the Star Spangled Banner by Madame Zulalian and the massing of colors of the Nation, State and City.

HERALD 7/5/31

Sen. Walsh Warns U. S. Industry Of Dangers of Present Course

Says Demand for Renunciation of Private Property May Follow Neglect of Social Responsibility

Refusal of industry to accept "social responsibility" with the government may result in a "demand for renunciation of private property rights to the state," was the warning given yesterday by United States Senator David I. Walsh.

Emphasizing that if industry does not co-operate "the masses, desperate for relief from threatened industrial slavery," may go to "an extreme which may be worse than the present system," Senator Walsh body added: "But if there is no other way open, may it not be accepted?"

His words were heard by hundreds in Faneuil Hall, where he was the orator at Independence day exercises, and by thousands who listened over station WNAC. In his address, Senator Walsh severely condemned financiers who overcapitalized companies in boom times, sold people valueless securities and left them without buying power.

Clearly, in his opinion, "restoration of confidence in the integrity of business is the immediate task. This primary obligation devolves on the business leadership of the nation." He cited the statements of eminent economists and business men to prove that the present capitalistic system, "actuated by selfish motives for a private profit," is on trial.

"Establish Justice." Taking these words from the Declaration of Independence as his theme, Senator Walsh declared they represent the alpha and omega of Americanism. He related the change in America since 1775, and the "factory-made civilization" of the present time, and said the nation was well on its way to solving its perplexing problems when the world war broke out. Many economists assign the cause of the depression to the "malign inheritances of the world war," he said, adding:

DISTRIBUTION OF WEALTH

"It is my opinion that the depression is in a large part due to the 'malign inheritances' resulting from the creation of aggregations of capital, some of them of huge proportions, without any thought of the superhuman capacity and social responsibility that such aggregations require of those at the helm."

The inequality of the distribution of wealth in this nation, glaringly challenges attention, he said. According to a recent study the 200 largest corporations own 45 per cent. of all assets and collect 40 per cent. of the national corporate income. It is estimated, he added, that if the rate of progression continues, 200 or fewer corporations will own 80 per cent. of the assets by 1950.

In 1929, he continued, 36 persons reported incomes of more than \$100,000, 500 between \$20,000,000 and \$100,000,000, and 39,000 had a net income of \$1,000,000, while 80 per cent. of the capitalization is said to be in the hands of 12 concerns, and these 12 firms have control of the other 20 per cent. except

for negligible institutions.

Over-speculation, which he termed "gambling," and over-capitalization, stand forth as the chief factors that caused the debacle, he asserted. Every conceivable kind of financial scheme was devised and sold to the public, including the investment trust, a "law-evasive scheme which in the last analysis is a financial institution holding the savings of people but not subject to the stringent banking laws which protect depositors in government-supervised banks."

Lured into spending money foolishly, the people bought valueless securities and when the crash came their buying power was gone, he declared. Corporations which had cut expenses down without reducing prices, held huge non-taxable surpluses, and discharged workers to protect their money. Credit was attacked here and abroad. The depression resulted.

SUBSTANCE OF ADDRESS

Senator Walsh said in part:

The movement toward formation of trusts, mergers, consolidations and reconsolidations and other financial exploitations of industry and commerce without check, hindrance or restraint, led to a reign of intensified and aggressive economic selfishness and self-sufficiency that is responsible for most of our economic ills. In a word, we became the victims of the spirit of greed and the abandonment of the binding obligations of social justice. We must not now become the victims of the spirit of fear, but we must face the facts and resolutely seek a way out of the shadow of the present crisis.

There may be many contributing causes to the economic conditions through which we are passing, but the fact that the economic distress was world-wide does not satisfy. We consume more than 90 per cent. of all we produce. Thus, the mere fact that there has been a falling off in a relatively small percentage of our foreign trade is not an acceptable explanation. Neither is the cause a lack of money. We have more money than ever before in our history.

A speculative mania of unprecedented volume was indulged in for a long period by a very large portion of the people.

The money in the hands of the public which constitutes the purchasing power was rapidly diminished by the sales to the public of unsound and over-capitalized securities. The pocketbook of the public thus became empty and their purchasing power rapidly and materially diminished.

Furthermore this placed an unbearable strain upon credit, both here and abroad. This inflation gave a purchasing power that was ephemeral and hence caused production to be intensified to an un-

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preceded degree. That the reckoning would come was a matter of absolute certainty. To the consequences resulting from the immoral methods of the business community must be added the indifference and negligence of the federal and state governments who created corporation immunity and abandoned all responsibility concerning the methods of corporation capitalization.

PRIVATE OWNERSHIP

Rational people cannot accept the doctrine that society is helpless with respect to economic wrong; that depressions, after they come cannot be cured or at least mitigated. Depressions do not cause themselves. Back of every depression is a series of human acts and human acts presume responsibility—a man or group of men who can be called to account and compelled to do differently in the future. Who but the state must do that calling to account and plan against recurrences?

Attempt to check existing abuses which seem to interfere with present methods is denounced as an attack upon the principle of private ownership; the spectre of socialism, communism and bolshevism is presented to frighten off public spirited leaders from practically dealing with the subject. Among the strongest defenders of the right of

private ownership are those who sincerely protest against the evils that have been engendered into the capitalistic system. To uphold the indefeasible rights of private ownership should not necessitate one to become a defender of the maladjustments in the capitalistic system.

One thing that the present depression has taught is that the capitalistic system must prevent such dislocations of human suffering and misery, caused by widespread unemployment, old age destitution, the obsoleting of middle aged men and women, and the general lowering of the standards of living of the working class, developing and recurring in any such degree as at present. This means, that it must take an account of its social responsibilities.

SOCIAL RESPONSIBILITY

To meet the social responsibility on the part of government and industry, there must be a mutual recognition of rights, based on mutual goodwill. If industry does not co-operate, stands aloof, and contents itself with supporting a "hands off" program, then the masses, in their desperation for relief from threatened industrial slavery, may be expected to turn to the government for prompt and decisive action which may even go so far as to demand the renunciation of private property rights, in favor of the state. Such an extreme may be worse than the present

system, but if there is no other way open, may it not be accepted?

If it were not for the selfish motive of private profit, which actuates so many engaged in commercial and industrial pursuits, especially when this selfish motive is organized and supported with enormous financial holdings, the government might legitimately stand apart. The profit motive is deemed in capitalistic society as indispensable. Without it, they assert, initiative and ambition would be wanting. A clear distinction can be made between the government entering into business for purposes of production and distribution, and the government assuming its moral responsibility to curb the excesses and to control the ambitions of those whose combinations of large units make private profit their predominating motive—and social responsibility inconsequential.

The perceptions and aspirations of the poor, of those who toil, of the multitude who are engaged in the life-long struggle to provide for themselves and their dependents a "reasonable frugal comfort," must be recognized and dealt with adequately. We must not think entirely of the strong and powerful; of our particular social class; of our political party.

B

LOBE

7/5/31

MARCHING TO EXERCISES ON COMMON MAYOR SHOWN ACCEPTING GIFT



Chub 2 7/4/31

WELFARE CHAIRMAN SAYS "JOB ADMITTED BEST"

Hecht Replies to Finance Commission's Report, Saying It Will Be Used to Improve System

Chairman Simon E. Hecht of the Board of Overseers of the Public Welfare, after reading a copy of the Finance Commission report, made a statement in reply.

Regarding the Finance Commission claim that quarters were inadequate, Chairman Hecht said, "the board now has a new building; the cornerstone of another building to be ready in January was laid by Mayor Curley this week, and the fire house on Leverett St is now used for men to report five times a week and have their cards stamped." Formerly, according to Mr Hecht, men used to stand around three days a week at the welfare headquarters and for three other days go to City Hall.

Concerning the criticism that there are not enough employes, Mr Hecht said that there were 18 visitors last year and that there are now 34 as well as 20 odd additional clerks.

Referring to the Finance Commission's own report covering an investigation of six months, that "remarkably few undeserving cases were found," Mr Hecht asks, Why change the system?"

On the portion of the report relating to recommendations concerning people on the welfare roll who are able to help themselves, Mr Hecht called attention to the fact that men receiving \$15 a week were called upon to work in the Park and Public Works Department for three days weekly to reimburse the city in the form of labor. In-

cidentally the Park Department has requested and received 20 men to work on Sundays at the beaches, he said.

On changing from a board of 12 to one head, Mr Hecht said, "The board has functioned a great many years and the city of Boston is admitted to have done the best job of any city in the United States and with the present facilities it could not be improved upon."

A new system is contemplated, but will not be completely effective until the new building is ready in January. A complete system of modern accounting, plans for which are already made, will be installed as soon as possible.

Admitting that the records are months behind, Mr Hecht said that the books are audited yearly by the City Auditing Department and are found correct.

"Speaking for the board," he said, "We realize the Finance Commission tries to be fair in its recommendations and some criticisms are undoubtedly true, mostly due to the fact that we lack the proper space to do our work.

"I think in due fairness, however, that possibly the Finance Commission did not give enough credit for the extra time and labor the board and employes had given gratis and do as well as they have under these most trying times.

"The board wishes to cooperate with the commission and shall use the Finance Commission report in improving our system where possible."

MUNICIPAL BUILDINGS APPROVED BY MAYOR

Construction in Charlestown and Dorchester Will Be Deferred

Approval by Mayor Curley yesterday of the city council order of acceptance of the legislative act authorizing the construction of a municipal building in Charlestown and two in Dorchester will not result in action this year in the construction of any of the buildings.

Without action by the city the Legislature authorized the spending of \$250,000 for a building in Charlestown and \$500,000 for the buildings in the Fields Corner district of Dorchester and at Franklin Park.

The need of additional municipal buildings has been questioned by the mayor, but he decided yesterday to approve the acceptance of the act and to defer consideration of any building projects until next year.

MAYOR REVEALS \$500,000 GIFT

Boston Woman's Plan for
Children's Museum

Curley Speaks at Luncheon to
Hungarian Artist DeNagey

At a luncheon tendered the Hungarian artist, Ernest de Nagey, by Mayor Curley in the University Club yesterday afternoon, the Mayor announced a proposed gift of \$500,000 from a Boston woman, who desire it

as a memorial to her husband. He was not at liberty to give the name of the woman.

The Mayor said he hoped, with the assistance of the donor, to be able to build a museum which should not only be used for the purpose indicated but should also include a horticultural section, in which the flowers owned by the city could be exhibited in Winter for the benefit of the public.

Also, he hoped to have sufficient gallery space so it will be possible to hold an annual exhibition of contemporary works of art, somewhat similar to the Tercentenary Art Exhibition held in Horticultural Hall during the month of July, 1930. He thought the proper location for such a museum would be in the vicinity of Jamaica Pond, near where the present Children's Museum is located.

There was gathered at the luncheon a group of artists, and others interested in art, for the purpose of meeting Mr de Nagey and viewing an exhibition of his paintings in one of the club parlors. These pictures were temporarily removed from the exhibition of Ernest de Nagey's works in the Fine Arts Theatre on Massachusetts av.

The Mayor said the luncheon was given so that the Boston artists would have an opportunity to meet the Hungarian painter, who was on his first visit to America.

H. Dudley Murphy of the State Art Commission said it was extremely desirable that Boston should have an annual exhibition of work by contemporary American artists. As the Museum of Fine Arts could not hold such an exhibition, he felt it would be an excellent idea if Mayor Curley's idea could be carried out.

Cyrus Dallin, the sculptor, welcomed Mrs De Nagey, and told something about the art of the Indians of the Far West which had influenced himself all his life. They were the only people in America who had had an original art culture—and have it yet.

Rev Dr D. D. Addison, president of the Boston Business Men's Art Club, told what that organization was doing in the interests of art; congratulated the Mayor on his suggestion of a museum where an annual art exhibition could be held; and cordially welcomed Mr De Nagey to Boston.

A. J. Philpott told of the success of the Horticultural Hall art exhibition a year ago. Nearly 40,000 persons attended the exhibition in three weeks in mid-Summer, which seemed to prove that the public appreciated exhibitions of contemporary fine arts and arts craft work.

Others present at the luncheon were Lewis Holman, A. S. Johnson, Arthur G. McKeane, Sidney Woodward, Robert C. Vose, George Kraska, Albert F. Cochrane, Charles M. Cox, Jacob Binder, L. Kubu, C. D. Maginnis and C. H. Tunner.

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7/4/31

BOSTON'S FOURTH PROGRAM CENTERS AT HISTORIC SPOTS

Faneuil Hall, Old State House, the Common and City Hall
Will Be the Scenes of Celebration Today

Similar to 4th of July celebrations of other years, the official City of Boston observance of Independence Day will center about the City Hall, Boston Common, the Old State House and Faneuil Hall today.

The program will be opened this morning at 9:15 o'clock by Mayor Curley who will conduct flag-raising exercises at City Hall. From that time until 10 p.m. one event of a patriotic nature will succeed another on the lengthy program arranged by the Independence Day Committee.

The principal address at the Faneuil Hall exercises which are to be broadcast over Station WNAC, will be delivered by Senator David I. Walsh. At the Old State House, Paul G. Curley, son of the Mayor, will read the Declaration of Independence.

Another big feature of the observance will be the presentation of the pageant "Hansel and Gretel" on Boston Common at the Frog Pond.

Special athletic events include a municipal athletic meet to be conducted on the Common at 10 a.m. Children from each ward in the city will participate. A municipal swimming meet will be held on the Charles River Basin, foot of Chestnut st., at 2 p.m.

Programs Given

The programs of the city and individual wards and districts follow:

- 9:15 A.M.—City Hall, flag-raising, national and city flags. National flag by Mayor or president of City Council; municipal flag by president of City Council or chairman of general committee. Parade to Common by way of Province st., Bromfield st., Tremont st., West st. to flagpole on Common. (Marshall, Charles J. Corkery; chief of staff, Charles J. McCarthy.)
- 9:30 A.M.—Boston Common, patriotic exercises, with raising of national flag. Assembly, bugle call. Selection by band. Raising the national colors by Mayor "Star-Spangled Banner" by band. Remarks by Mayor Curley. Parade from Common, leaving at 9:30 a.m. by way of Boylston st., Tremont st., Temple place, Washington st., Water st., Congress st., State st. to Old State House.
- 10 A.M.—Old State House, reading of the Declaration from balcony. Parading organizations form in square below balcony on State st. Selection by band. Trumpet call from balcony. Presentation of Mayor by chairman. Reading of the Declaration by Paul J. Curley. Parade continues by way of State st., Washington st., Dock square, to Faneuil Hall square, where troops dismissed.
- 11 A.M.—Oration exercises in Faneuil Hall, Mayor Curley presiding; orchestra, singing. Orator, Hon. David I. Walsh. Invocation, Rev. Francis L. Phelan. S. T. L. Benediction, Rev. Robert LeBlanc Lynch. Radio broadcast station WNAC, 11 to 12:30.
- 12 A.M.—Municipal Athletic Meet, Boston Common.
- Forenoon—Local District programs with patriotic exercises, games and sports for children, on playgrounds, in each ward of the city. (Arranged by members of City Council).
- 1 P.M.—Municipal Swimming Races, Charles River Basin, foot Chestnut st.
- Afternoon—Continuation of ward programs.
- 3:30 P.M.—Pageant, "Hansel and Gretel," a German fairy tale, Boston Common at Frog Pond.
- 7:45 P.M.—Band Concert at Parkman Bandstand.
- 8 P.M.—Sunset ceremony, lowering of flag, Common. Followed by Band Concert at Parkman Bandstand.

CURLEY TO MAKE SURVEY OF AIRPORT

Mayor on Monday Will Determine Just What Improvements Will Be Started First

News and Notes of What Is Happening In the Field of Aviation

By C. JOSEPH HARVEY

Mayor James M. Curley and Chairman William P. Long of the Park Department will make a survey of the Boston Airport Monday for the purpose of determining what contemplated improvements will be started first in connection with the airport extension program for which the City Council early in the week voted \$1,250,000.

Chairman Long has several important changes that he desires to point out to the Mayor around the present field, such as new bulkheads, changes in the seaplane ramp, making available for flying the newly filled land aggregating 60 odd acres and other features which will be required to win the coveted AIA rating of the Department of Commerce. These, however, will be preliminary to the Governor Island project.

These changes and improvements, Mr. Long says, are highly essential because of the growing demand for additional hangar space by commercial operators. Several applications for such space are in the hands of Chairman Long but he is unable to act favorably on them because of the already crowded condition of the field.

Mayor Curley has shown a lively interest in airport development, and he has gone on record in favor of making the airport the best in the country, if not the world. Prompt action is expected following the Mayor's visit.

out with two-way radio apparatus and equipped with other instruments necessary in such work. It is expected they will be away three months.

Only a week ago Harold Crowley took off in a Fairchild monoplane, similarly equipped, on the same mission. He arrived at his destination without incident. The expedition is headed by Dr. Alexander Forbes of the Harvard Medical School. The planes will have as a floating base Forbes schooner yacht, which headed into the North country about two weeks ago.

AMONG THE FLYERS

Some interesting action is expected in the way of further airport development following the anticipated visit of Mayor Curley and Chairman William P. Long of the Park Department Monday. Operators at the field heartily welcome the generous cooperation of the Mayor and Mr. Long.

Post 7/4/31

TRAFFIC MEETING PEACEFUL

Mayor Puts Through Alternate Parking Plan

Mayor Curley yesterday had his proposal for alternate parking on city streets put through by the Traffic Commission and also, in the words of Traffic Commissioner Joseph A. Conry, gave Police Commissioner Hultman a "spanking fore and aft."

"FOR GRAFT" NOT "OF"

Commissioner Conry, jubilant upon his return to police headquarters following the special meeting of the traffic commission, chuckled lustily. The meeting itself, which was public for the first time, was a quiet, pleasant affair, although 24 hours previously it threatened to be the stormiest in all history. The Mayor's proposals to allow machines to park on one side of the street for 12 hours, then on the opposite side the other 12, was adopted without equivocation.

During the meeting Commissioner Conry made a thrust here and there at Commissioner Hultman, in connection with their long controversy, but Hultman made no answer.

Talk of graft among traffic officers did not occupy much time at the meeting. It had been expected that Commissioner Hultman and Mayor Curley would come to hectic words, but the Mayor remarked: "I said the conditions offer a prolific source for graft—not of graft." Commissioner Hultman let it go at that.

Remove Ban on Trucks

At least 15 streets on which trucks cannot now operate will be thrown open to this type of vehicle as a result of the conference.

Included in these streets will be Newbury and Marlboro streets in the Back Bay. It is expected that large delegations of residents and property owners in these and other streets will voice their protest against the change.

Just what streets will be taken from the list of those on which trucks are banned will not be known until after the traffic commission meeting next Thursday.

NEW SYSTEM IN POOR RELIEF Will Be Installed at Once in City Department

A new system in the distribution of \$7,000,000 in poor and unemployment relief will be installed at the charity administration building by the overseers of public welfare, to replace the old method which the Finance Commission yesterday reported to be "wide open to fraud and collusion."

Although Chairman Frank A. Goodwin, in his report, frankly stated that his investigators in six months had not found "any dishonesty on the part of the welfare employees," his commission demanded that a modern system of accountancy be adopted without delay.

Since the opening of his new administration, Mayor Curley has had three of his staff engaged in a survey of the welfare department, who have already made detailed plans for the reorganization of the charity bureau. The Mayor two days ago laid the cornerstone of a new \$300,000 building addition, which will give the department adequate space, and provisions are being made to increase the force of visitors, clerks and accountants.

The introduction of a modern system will be carried out by the overseers in conference with the Mayor's staff, comprising City Auditor Rupert S. Carven, Budget Commissioner Charles J. Fox and Frank B. Howland, who have been making a survey of the department for the past 18 months.

URGES MUSIC AT P. O. SITE

"Dead March" Is Among Those Suggested to Curley

"Dead March from Saul" and "I Dreamt I Dwelt in Marble Halls," are among the musical selections recommended to Mayor Curley as appropriate numbers for the parade band to play this morning as the Independence Day procession stops at the site for the delayed postoffice building at Water street.

An entire programme of music for the Postoffice square ceremony was suggested to the Mayor last night in a letter from Ernest O. Nichols, of 31 Bedford street. Mr. Nichols recommended:

"Dead March" . . . From the oratio "Saul" "I've Waited Long for You" . . . Old popular song "Work, for the Night Is Coming" . . . Gospel hymn
"In the Sweet Bye and Bye" . . . Light opera
"God Moves in a Mysterious Way" . . . Gospel hymn
"His Wonders to Perform" . . . Old hymn
"Ah Guess Ah'll Have to Telegraph
Mah Baby" . . . Old popular song
"I Dreamed That I Dwelt in Marble
Halls" . . . Ballad

\$500,000 GIFT OFFERED CITY

Donor Desires It Used for New Children's Museum

Offer of a gift of \$500,000 to the city for the erection of a children's museum was announced yesterday afternoon by Mayor Curley at the luncheon given by him in honor of the Hungarian artist, Ernest de Nagy, at the University Club.

The name of the woman who has offered the gift, the Mayor said, is being kept secret, at present, but, he added, her plan is to have the museum erected as a memorial to her husband. The Mayor hoped, he said, with the assistance of the donor, to erect a museum which might be used not only for the purpose suggested, but also as a place where the flowers grown by the city might be exhibited in winter. If the gallery space is sufficient, he said, it may be possible to have located there an annual exhibition of contemporary art.

The Mayor believed the best location for such a museum would be in the vicinity of Jamaica Pond, where the present Children's Museum is located.

CITY HALL NOTES

Mayor Curley yesterday approved the City Council orders for adoption of Legislative acts authorizing the city to spend \$750,000 for the erection of two municipal buildings at Dorchester and a third at Charlestown.

Loans necessary to obtain funds for the buildings will not be issued this year. The Mayor will make a survey to determine the reported needs for such buildings before approving the loans.

Trustees of the \$6,000,000 George Robert White fund, in conference yesterday with Mayor Curley, decided to build the seventh municipal health unit at a cost of \$400,000 upon a site to be selected in Roxbury within a radius of three quarters of a mile of Madison Park.

CURLEY IN CONFERENCE WITH TRAFFIC BOARD



Left to right: William P. Long, Eugene C. Hultman, Thomas J. Hurley, Joseph A. Rourke, Joseph A. Conry, chairman; Mayor Curley.

HOUR PARKING RULE ABOLISHED

Alternative Plan Will Be Tried—Sponsored by Curley

ALLOW 12-HOUR STOPS IN CERTAIN AREA

The one hour parking regulation was abolished in the area between Massachusetts avenue, the North and South stations and the Charles river basin by the traffic commission yesterday in order to allow trial of Mayor Curley's alternative parking plan.

Unlimited parking for a period of 12 hours will be allowed on one side of the streets in this district under the new regulation and then it will be shifted for the same period to the other side.

Rigid police enforcement of the new plan was assured Mayor Curley and the commission by Commissioner Hultman in order that it may be given a fair trial.

By his aggressive attitude during the stormy session of the traffic commission, the mayor literally pushed through his plan. After the meeting closed it was voted to draft the necessary rules

and regulations in accordance with the mayor's suggestion.

HARMONIOUS MEETING

The inharmonious conference which was anticipated as a result of an exchange between Commissioner Hultman and the mayor was converted by the commissioner into a discussion of the advantages of the alternative parking plan by his frank admission of the inability of the police department to enforce the existing one hour parking limit. Toward the close of the two-hour conference, Mayor Curley reiterated his declaration of Thursday that adoption of the alternative plan would "remove the most prolific source of graft." This had been answered by Hultman with a challenge for production of specific evidence.

He assured Commissioner Hultman that he had made no specific accusations of graft-taking by policemen, a statement which evoked from Hultman an expression of his satisfaction but the mayor did not recede from his declaration about the advantages of "removing the most prolific source of graft."

In brief amplification of his reference, he declared that existing parking rules provide the opportunity for motorists to "have an understanding with the traffic officers," whereby they are allowed to park all day in areas where one hour is the limit.

NEGLECT ILLEGAL PARKING

The mayor impressed on Hultman that he desired policemen assigned to some more important service than making chalk marks on wheels of automobiles and fastening tags to windshield wipers and he also emphasized that his observation of conditions along Massachusetts avenue had convinced him that the police were devoting no attention to illegal parking.

The mayor also impressed on the commission with every probability that

his advice will be speedily followed, the necessity of permitting the operation of motor trucks on all streets except Beacon and Marlboro streets. His elimination of Beacon street found basis in the knowledge that damage is liable to result if ponderous trucks are permitted to use the street.

In urging rescinding of other restrictive orders, the mayor included Moraine street, Jamaica Plain. His home is at the corner of Moraine street and Jamaicaway, and he asserted that he conceived of no reason for barring trucks.

Throughout the conference Commissioner Conry was shooting verbal shafts at Commissioner Hultman. Some the latter parried, but most of them either "shot over his head" or were purposely ignored.

His answers to specific instances of flagrant violation of parking rules, ignored by the police—and he cited Pemberton square, Somerset street, Beacon street, Washington street, School street and Massachusetts avenue—inevitably evoked an answering question from Hultman to explain the failure of the traffic department to call the attention of the police officials to conditions upon their discovery.

COMPLAINS ABOUT CONRY

Hultman complained that Conry has been waiting days and weeks before dictating letters about the shortcomings of the police. Hultman was disposed to challenge some of the charges of Conry but the traffic commissioner met the initial challenge by informing Hultman how long certain cars were parked outside the courthouse in Thursday afternoon without any attempt by the police to enforce the rule prohibiting such parking.

In defence of his claim that the police are devoting attention

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want
matters Hultman said that at least one-half of the entire force is assigned either permanently or temporarily, to such work and that half the total cost of the department can be attributed to such service.

It was Conry's purpose to ridicule the Hultman claim that the police are on the job. He maintained that while they may be on duty, they ignore flagrant violations of the rules.

Hultman frequently called the mayor's attention to the fact that he was obliged to point out to the traffic commission the absurdity of the recently enacted rule permitting unrestricted night parking in the downtown area, but the mayor tried, without success, to obtain an explanation of the police failure to enforce the alternative parking rule adopted last July.

"Look at Province street, which you cited in your statements yesterday," said Hultman. The mayor laughed as Commissioner Conry interrupted with "Hold right there; you have three officers on Province street this morning."

Commissioner Hultman repeatedly declared that he believed that the alternative parking plan could be enforced. He expressed strong favor for a trial, thereby agreeing with the mayor.

Corporation Counsel Silverman wanted to know how the taxicab situation would be handled. He told Hultman that there are too many cab stands throughout the city, but the police commissioner refused to agree.

Commissioner Conry sarcastically commented on Hultman's decision that 25 taxicab stands are necessary along the Tremont street side of the Common. Hultman's only concern about taxicabs related to the disposition of the special stands outside of hotels.

"Abolish them," said Silverman, "or have the cabs shift with the parking rule."

The police commissioner asked the mayor's views on this issue with the result that he was told that taxicabs should be included in the proposed plan.

Atmosphere Charged At Traffic Meeting

There were two perfect illustrations of the tense atmosphere at yesterday's traffic commission meeting.

One was near the opening of the session when Chairman Joseph A. Conry suggested time to study Mayor Curley's alternative parking plan.

"The h--- with study," the mayor cried, "Let's get down to brass tacks."

The second was during the discussion of parking conditions on Beacon street.

Chairman Conry dryly remarked to Commissioner Hultman, "I take it you don't travel much on Beacon street."

"No," replied the commissioner in a sarcastic tone, "I only live there."

ALTERNATIVE PARKING SYSTEM AGREED UPON

Conference of Traffic Board With Mayor

The alternative parking system for automobiles throughout the city will soon become effective as the result of an agreement reached yesterday by the members of the Boston Traffic Commission during a conference with Mayor Curley.

By this system, which will not go into effect for 15 days or more, cars will be permitted to park on one side of a street until a certain hour and then shift to the other side of the street. Mayor Curley and Police Commissioner Hultman, who is a member of the commission, were both of the opinion that the plan will give the police an opportunity to clear one side of the street of any traffic violators, leaving half the street open for through traffic and reduce the number of police now attempting to enforce traffic rules and regulations.

In adopting the alternative system, the commissioners and the Mayor made provisions for stops of from five to 20 minutes in the downtown district as far south as Massachusetts av and extending to the water on either side of the area. This provision is made to allow passengers to alight from cars and also for unloading merchandise.

Pedestrian Must Obey Lights

At the conference it was agreed that the police require both motorist and pedestrian to observe the traffic signal lights so that traffic tieups on the shorter streets between the main streets will not defeat the purpose of the signal lights.

Regarding exemption of trucks from certain streets after Traffic Commissioner Joseph A. Conry said he thought that there were 15 streets in the list in which he could see no substantial reason for barring trucks, Mayor Curley said he would leave it to the commissioners to iron out that phase of the traffic situation.

Early in the session Mayor Curley said he thought there were so many rules governing traffic that nobody but those who adopted them knew anything about how they should be observed. Mr Conry contended all through the conference that the traffic rules and regulations were all right but that they were not being enforced. Police Commissioner Hultman said the traffic rules had not been in force long enough for the police to get acquainted with them and added that the rules had been changed three times in recent months.

Cannot Enforce Theory

Chairman Conry interrupted to say that the rules had not been changed in theory, although they may have been changed in detail, whereupon the Police Commissioner commented that the police cannot enforce theory.

Province st, located opposite City Hall, the thoroughfare on which Mayor

Curley's car was tagged recently, then occupied the attention of the conference. The one-hour parking rule is in force there, but the Police Commissioner told Mr Conry, in reply to a question, that the one-hour plan could not be enforced on Province st. Mr Hultman said that, if the traffic rules can be made simple and the police educated, there is some possibility of enforcing the rules.

Mayor Curley told the commissioners that the city wanted persons to come into it and do business, but this was not possible with cars parked on both sides of the street. Both the mayor and Police Commissioner thought that the one-hour parking rule was not practical because it kept the police busy checking up, and both sides of a street were clogged up all day.

A discussion ensued between Corporation Counsel Samuel Silverman and Police Commissioner Hultman regarding the question of taxicab stands.

Before the conference closed Mayor Curley asked the commissioners to decide whether the system of signal lights on Massachusetts av should be continued through Southampton st to South Boston. The Mayor also asked hereafter in the center of the wider street, instead of at either side, because of the closeness of the cross streets.

OPPOSES LIFTING ON BAN ON HEAVY TRUCKING

Alexander Whiteside, attorney for the Beacon Street Association, sent a letter to the Boston Traffic Commission yesterday in which he opposed Mayor Curley's suggestion that the ban on heavy trucking be removed from the 27 streets from which it is now excluded.

Mr Whiteside insisted that the evidence presented at hearings on the petitions for trucking bans conclusively proved that the market values of property on Beacon st had decreased in a startling way owing to heavy trucking on that street. He asserted that the evidence also proved that, owing to heavy trucking, pilings and foundations under the buildings on Beacon st were being shaken and impaired and damage was being done to the buildings.

He argued that, if the property was being ruined by the heavy trucking, there would inevitably be a loss to the city, as assessments could not be kept permanently at a figure in excess of market values.

He claimed that it was shown that very little, if any, inconvenience is involved by trucks following some route other than the residential streets where a ban is in effect. He explained that Beacon st is purely residential and denied any favoritism had been shown in granting the bans.

HERALD 7/4/31

WELFARE BOARD SYSTEM ARCHAIC

Fin Com So Says in Urging
Reorganization of
The Body

ACCOUNTING REFORM ASKED AND PROMISED

A modern system of accounting will be installed in the public welfare department to eradicate conditions revealed and assailed yesterday in a report of the finance commission to Mayor Curley, which contained, among other important recommendations, the suggestion of the advisability of replacing the unpaid board of 12 overseers with a paid commissioner and two deputy commissioners and an unpaid advisory council.

The report, which formed one of the most serious indictments of the management of any municipal department during the regime of Frank A. Goodwin as chairman of the finance commission, embodied general recommendations of a complete reorganization of the department which were outlined in The Herald several weeks ago.

Mayor Curley declined to comment upon the report until he has had opportunity to digest it. Chairman Simon Hecht of the overseers perceived in the report a demonstration of fairness by the finance commission, but he took issue with the decision recommending the abolition of the overseers and the creation of a commissionership of public welfare, a change for which legislative sanction will be necessary.

In defense of the board Chairman Hecht said that despite the shortcomings of the welfare department, which he characterized as due to inadequate personnel and lack of office space, the administration by the unpaid overseers has established a standard of efficiency which has brought to Boston a record unsurpassed by any other large American city. Hecht failed to visualize any benefits in replacing 12 overseers with a single commissioner.

He conceded the need of a modern system of accounting for which the overseers were specifically criticized by the finance commission and disclosed that the old system, described in the report as "archaic" will be replaced.

ADMINISTRATION "ANTIQUATED"

Specifically the commission reported to the mayor that while proof of dishonesty of employees was not uncovered in the investigation, many opportunities for collusion and fraudulent abuse were discovered, and a survey of the administrative methods forced the conclusion that responsibility has been easily shifted and that employees have had a free rein in contravention of accepted efficient business management.

The method of administration was called "antiquated," the personnel was described as far below the necessary quota, and complaint was registered because of the failure of the overseers to recognize the need of reorganization.

the installation of modern methods. The system of distributing employment relief, in the judgment of the commission, "is wide open for fraud and dishonesty" but no actual evidence of wrong-doing has been discovered and the investigation has revealed comparatively few cases of unjustified grants, which inquiry developed were due to poor judgment by departmental employees.

"The most immediate need in the welfare department," said the commission "from an administration standpoint, is a careful study of the present policy or lack of policy and such revision as a study will suggest. As aid is now dispensed, if the present business slump continues for any great length of time, a \$10,000,000 annual disbursement is just around the corner and within a short time a large number of our people will have become so demoralized that pride and thrift among them will be forgotten virtues."

EXAMPLES CITED

As examples of looseness in management the commission cites discoveries by investigators of two or three generations of the same families collecting weekly aid at the same time and that there has been lack of investigation of applicants was summarized by the commission by the knowledge that it has been easy to obtain aid by merely asking for it.

Unnamed overseers were criticized for failure to attend meetings. Their membership was called "useless" but it was pointed out that they compose a minority of the board.

The ease with which the executive secretary can "pass the buck" to the full board or its sub-committees and the similar opportunity for its return to the secretary drew unfavorable comment. It is the belief of the commission that a single commissioner assisted by two deputy commissioners, one in charge of the office and the other supervisor of the field staff, is preferable to the present unpaid board. A suggestion was incorporated for the creation of an unpaid advisory council similar to the state welfare advisory board.

HANDLING OF FINANCES

The commission found the management of finances open to wide criticism and while conceding the inadequacy of the office personnel noted that "the system in force never contained the checks that modern accountancy supplies for all handling of money and the work system was established for a fractional part of the present large demand and has never been improved."

As proof of the basis for such criticism, reference was made to one coal dealer, unable to deliver 142 orders issued within a period of two months. With absolutely no check in the department system, the dealer could have collected for the undelivered coal and revailed a system which "is wide open to collusion and fraudulent abuse."

No proof of the actual delivery of groceries is demanded by the department and in the disbursements to persons unable to pay rents, no proof of the account of rents is demanded.

The general financial system was summed up thus:

The condition of the financial records is no more reassuring. In the first place records of all kinds, of money received, money paid out, and securities or money on hand,

are months behind. There is evidence of an attempt at some convenient time to make accounts balance but they seldom do. The urge of the system provided is to pay out as fast as possible. Accounting for it is a secondary consideration.

"ARCHAIC" ACCOUNTING

The "archaic" accounting system prevents a correct statement of the assets of the department, nullifies attempts to collect bills due from other cities and towns and at present, postings of control accounts are from 12 to 18 months behind according to the commission. The difficulties of making a proper financial examination were stressed in the report and criticism is directed at the overseers for repeatedly failing to comply with the recommendations of public accountants engaged annually by the city auditor to examine the records.

That the department lacks trained bookkeepers or accountants was another charge as was also the fact that trust funds are not used in accord with the specific directions of donors, but income is allowed to accumulate, thereby increasing the financial burden upon the taxpayers.

In conclusion the commission noted that provision has been made in the plans for an addition to the welfare building to improve the system. A final recommendation advised the overseers to give no consideration to the requests of private agencies for space in the new building until the municipal department needs are entirely satisfied.

7TH WHITE HEALTH UNIT TO BE STARTED SOON

Will Be Constructed Near Madison Park, Roxbury—Cost \$350,000

Construction of the seventh George Robert White health unit, on a site to be selected within a radius of three-quarters of a mile of Madison park, Roxbury, will be begun within the next six weeks. The estimated cost of the land and building is between \$350,000 and \$400,000.

Roxbury already has a health unit on Blue Hill avenue but the need of an additional unit to meet the demands of the other end of the district has been recognized and at yesterday's meeting of the trustees of the White fund definite action to provide the building was taken.

A group of Negro physicians urged the establishment of the unit but declined to specify a particular location. Mayor Curley strongly favored Madison park but search of old records disclosed that unless legislative sanction is obtained, a legal restriction will prevent the use of the park for other than park purposes. Most of the speakers at the meeting of the trustees favored the acquisition of a site in Elliot square but the trustees are not impressed with this location and intend to select a site not far from Madison park.

POST 7/4/31

CHARGES BY MAYOR STIR UP HULTMAN

Denies Traffic Officers
Accept Graft From
Auto Parkers

DEMANDS CURLEY
BACK "LOOSE" CLAIMS

Show-Down Likely at
Board's Session
Today

Police Commissioner Eugene C. Hultman last night "blew up" at the declaration of Mayor Curley yesterday that traffic policemen have a "prolific source of graft," and, in a public statement, called the Mayor's statement "loose charges."

Moreover, the police head in his statement declared that the Mayor's charges of graft "affects the good name and reputation of Boston so seriously that I cannot be a party to further circulating them." He added that he stands ready to receive proof that traffic policemen are being paid graft by persons for the privilege of parking their cars downtown and said if he gets it he will act.

The police commissioner, thoroughly aroused by the Mayor's statement yesterday afternoon, made his public reply last night, just before leaving police headquarters to go home.

The Mayor in his statement yesterday had stated that he intended to see that parking rules in the city are enforced and added that at a special meeting with the Traffic Commission today he intends to ask Commissioner Hultman point blank why the police have not enforced the parking rules in Province street and on alternate parking streets.

The Mayor declared he would demand a "showdown" on the traffic regulations and enforcement at today's special meeting of the traffic commission. He made no secret of the fact that he is displeased with the job as it is being done.

"Prolific Graft Source"

He said he would insist on ending favoritism in the matter of traffic control and said he would urge the traffic commission to adopt the alternate parking system, allowing unlimited time for

motorists to have their cars in the city streets to help business—parking at certain times on one side of the street and at other times, on the other side.

"I aim to ascertain why the alternate parking regulation has not been enforced," the Mayor said. "I realize that its enforcement will remove a most prolific source of graft."

Commissioner Hultman's retort to the Mayor's statement was as follows:

"I am glad that the Mayor at last is taking an interest in downtown parking conditions, particularly in regard to Province street, as the police commissioner has been trying for many months to interest the traffic commission in passing proper rules and regulations in regard to traffic on Province street as the present rule, which has been in force since the traffic commission was created, is the same on Province street as in Hyde Park, West Roxbury, and other suburban parts of the city. I find that last April, to be specific, the police commissioner offered a vote in the traffic commission that Province street be added to the list of streets carrying restrictive traffic rules and regulations. Whatever the reasons may have been for rejecting this vote, the police commissioner was the only member of the commission who voted for it."

Ready to Answer Mayor

"In regard to the enforcement of the alternate parking rules downtown, the Traffic Commission did, as the Mayor's suggestion, pass one rule, which was so faulty that it allowed parking on crosswalks, safety zones and in front of fire hydrants. Only recently, at the insistence of the police commissioner, has that rule been rescinded and repassed in a form that is in any way intelligible or enforceable."

"During all this period, most of the signs maintained by the Traffic Commission downtown have not been in conformity with its own rules. One of the rules which the police are required to enforce is obedience to the signs of the Traffic Commission. The failure of the Traffic Commission to have its signs properly painted and placed is surely not the fault of the police department.

"The other loose charges attributed to his Honor the Mayor affect the good name and reputation of Boston so seriously that I cannot be a party to further circulating them, but I will fully discuss them at the Traffic Commission meeting tomorrow morning. Whenever any facts are presented, that can be substantiated, in regard to graft or malfeasance in the police department, I am prepared to act."

Bad as Possible

Mayor Curley, upon learning of the police commissioner's public statement last night, stated "there is no reason why anyone else should be dragged into the Hultman-Conry-Rourke, et al. controversy." He stated: "The special meeting of the Traffic Commission has been called to clean up the traffic situation, which is certainly as bad as it is possible to be."

Regarding Hultman's characterization of the Mayor's graft statement as "loose charges," the Mayor stated that under the present parking regulations there is no enforcement. He said if the laws were enforced the prosecutions would be tremendous.

"Why," he said, "I got a ticket for parking the first time. If you get three tickets you are liable to prosecution. Some people are permitted to violate parking rules all of the time. Certainly there must be some excuse for their getting away with it."

"The alternate parking idea would clear up the entire situation," the Mayor stated. "It would permit parking on 500 miles of city streets. Parking would be allowed on one side from

1 a. m. to 1 p. m., and on the opposite side for the other 12 hours. If a motorist drove in on the wrong side it would be simple enough to tell him to get across the street."

"The traffic situation needs to be cleared up, and this will do it. This is in the interests of motorists, the business people and everyone else."

BRANCH POLL TAX OFFICES

Will Help Residents of
Outlying Districts

Residents of the outlying districts will be able to pay their \$3 in poll and old age assistance taxes next week near home and save a trip downtown to City Hall. City Collector William M. McMorrow last night completed arrangements to open branch offices in the residential districts every afternoon from Monday to Friday, inclusive.

The Hyde Park municipal building at 1177 River street, Hyde Park, will be kept open from 9 o'clock in the morning until 2 o'clock in the afternoon for the collection of taxes. In the other districts, the hours will be from 1 to 3 o'clock in the afternoon.

The list of branch offices for next week follows:

Ward 1—East Boston district; court house, Meridian and Paris streets, East Boston.

Ward 2—Charlestown district; court house, City square, Charlestown.

Wards 4, 5—Back Bay and South End districts; Franklin Union building, 41 Berkeley street, Boston.

Wards 6, 7—South Boston district; municipal building, Broadway, between G and H streets, South Boston.

Ward 8—Roxbury district; municipal building, Vine and Dudley streets, Roxbury.

Wards 9, 10, 12—Roxbury district; court house, 88 Roxbury street, Roxbury.

Wards 11, 19—Jamaica Plain and Forest Hills district; Curtis Hall, South street, near Sedgewick st., Jamaica Plain.

Wards 13, 15—Meeting House Hill district; municipal building, Columbia road, corner Bird street, Dorchester.

Wards 14, 16, 17—Dorchester district; library building; Codman square, Dorchester.

Ward 18—Hyde Park district; municipal building, 1177 River street, Hyde Park.

Ward 20—Roslindale and West Roxbury districts; municipal building, Washington street, corner Cummings highway, Roslindale.

Ward 21, 22—Alston and Brighton districts; old Town Hall, 325 Washington street, Brighton.

RECORD 7/4/31

Mayor Gives \$100 of Pay Check to Needy

Mayor Curley yesterday turned \$100 from his pay check over to the overseers of public welfare to distribute in needy cases. The mayor's was one of a dozen similar contributions.

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MAYOR'S SON IS CITY WORKMAN

Employed at \$18 a Week as Rodman on Subway Extension--
Intends to Work All Summer



MAYOR'S SON AT WORK

Paul Curley is shown at work with the engineering branch of the city construction crew now building the extension of the subway under Governor square.

While many boys are making merry during the summer months and are making the most of their vacation from school, Paul Curley, 18-year-old son of Mayor Curley, is working with a construction gang at a salary of \$18 per week. Young Curley is employed as a rodman with the city engineering branch at Governor square, where the new subway extension is now being built.

USES TROLLEY CAR

The Mayor's son, who, incidentally, enters Boston College next fall, began work Tuesday. He plans to continue working until the opening of college next fall.

He took the civil service engineering examination last winter and passed it. Then when school closed last month and he began to look around for something to do, he decided to apply for work with the city construction crew. He applied, got the job and went to work.

When asked if his father drove him to work each morning, Paul grinned. He said he either rides in with one of the other workmen, or rides to work on the street car. The Mayor likes the idea of his son working.

In addition to the fact that he finds the work interesting, Paul hopes that it will get him in fine shape. When the freshman football squad reports at Boston College next September, one of the candidates will be Paul Curley; and, barring mishaps, he'll be hard as nails. He now weighs 155 pounds.

OFFERS NEW PARADE ROUTE

Will Not Interfere With Commercial Traffic

At the request of the Retail Trade Board of the Chamber of Commerce, Mayor Curley and the Board of Street Commissioners will adopt a new parade route which will not interfere with the free passage of commercial traffic in and out of the downtown business section.

At a conference yesterday at City Hall the Mayor and the retail business representatives agreed upon an uptown route, which will be subject to the approval of the Elevated. El officials will study the new route to determine whether it will hamper service schedules seriously.

Under the proposed route all parades would start at Roxbury Crossing and proceed through Columbus avenue, Park square and Boylston, Arlington and Newbury streets to whatever disbanding point in Newbury street acceptable to the individual parade directors.

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MAYOR CURLEY TO QUIZ TRAFFIC COMMISSION

Thinks Staggered Parking System Would Stop Motorists' Tipping and Police Graft

To do away with what he terms a prolific system of tipping and graft on the part of favored motorists and police, Mayor Curley, at a meeting of the Traffic Commission at 9:30 tomorrow morning, will attempt to find out why the Traffic Commission has never attempted to put into effect the staggered parking system.

The Mayor a year ago recommended a system whereby one side of every street could be parked on without limit say from 1 a m to 1 p m, and the other side from 1 p m to 1 a m, thereby leaving one side of every street free from parking. It is said the Traffic Commission took the attitude that the plan could not be enforced.

Another angle of the meeting scheduled for tomorrow, which is of great importance to residents of Boston, relates to what the Mayor today termed "favoritism to certain residents by exclusion of trucks on their streets," thereby putting the entire load on certain other ones.

Mayor Curley said that the present exclusion rules compels truck drivers to use a certain few thoroughfares, which take all the noise and vibration. He believes that it would be fairer to throw open all streets.

The suggestion is bound to meet with opposition particularly from residents of sections where considerable trucking originates, for it is admitted those trucks will always travel the shortest and most direct route from loading points and hence the shortest and most direct route streets from loading points will get all the trucking, whereas in many cases there are residential streets now barred to trucks of more than two-ton capacity.

Mayor Curley today said that he wants the view of the board on the adoption of a system making for better regulations and do away with what he terms "favoritism."

The installation of his staggered system for downtown parking, the Mayor believes, will also reduce court cases to a minimum and promote business. He believes in permitting one side of the street parking for indefinite periods (within the 12 hours) and that the system would throw open 500 miles of parking to the public.

The half-and-half plan the Mayor believes to be absolutely fair to all. Business concerns on one side of a street will get an even break with concerns on the other side of the same street. He said today that it was agreed to enforce the plan, "but the Traffic Commission laid down on it and never attempted to enforce it."

Another matter that will be taken up at the meeting will be the question of extending the signal light system on Tremont st from Massachusetts av to Broadway and to Edward Everett sq.

SPIRIT OF '76 CUTS LOOSE AT MIDNIGHT

Greater Boston's Night Before Program Includes Parades and Band Concerts.

In a flare of bonfires tonight another Fourth of July will be ushered in for the celebration of the 155th anniversary of American independence.

From midnight until the last boom of fireworks tomorrow night a busy round of observances are scheduled for the day.

Bonfires include those at Columbus Park, South Boston, and Garvey playground, Neponset, and Galow's Hill, Salem.

The South Boston event will be preceded by a parade from the clubhouse of Michael J. Perkins Post, American Legion, to the park. Between the parade and the bonfire a band concert and display of fireworks are planned.

Other "night before the Fourth" events in the city include nine band concerts to be given at the parks and playgrounds in the residential sections. They have been arranged by various City Councilors.

City exercises tomorrow will consist of programs in every councilor district including ice cream or the children, sports, band concerts, doll carriage parades and other activities.

MAYOR OFFICIALS

Mayor Curley and Joseph McGrath, president of the city council, will officiate at flag raisings in front of City Hall and on Boston Common in the morning.

The group will then parade to the old State House where the Declaration of Independence will be read by Paul Curley, son of the Mayor.

The annual athletic games on Boston Common, swimming races in the Charles river, the Frog pond pageant, fireworks and band concerts are included in the city program.

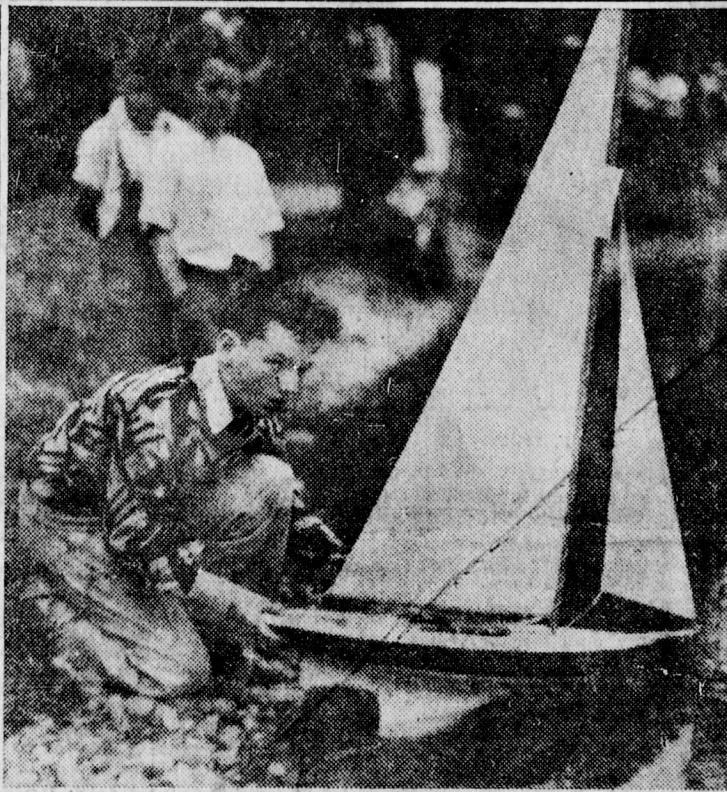
The Faneuil Hall exercises will be held at 11 a. m., with Mayor Curley presiding and United States Senator David I. Walsh principa

Globe 7/3/31

RECORD 7/3/31

PRIZE FOR CURLEY BOY IN MODEL YACHT RACE

Mayor's Son, George, 11, Places Fourth With 50
Entries in Junior Event on Jamaica Pond



GEORGE CURLEY AND HIS MAICAWAY JR

Sir Thomas Lipton may have more competition in yachting to contend with in his future invasions of America in the person of George Curley, 11-year-old son of Mayor Curley, who was one of the winners of the Boston junior model yacht race at Jamaica Pond last night.

George entered his 36-inch model yacht Maicaway Jr against more than 50 other finely built models, and qualified in the first heat of a 400-foot sail across the Perkins-st inlet of

Jamaica Pond. In the finals, wind conditions were poor for the smaller built Maicaway Jr, with the result that the boat brought him a fourth place, and scoring a total of 15 points.

Jose Fernandez of Boston, who helped young Curley in constructing the boat, was the winner of the race, scoring 23 points. Other winners were Seraphino Tisi of the South End, who finished second with 22 points, and Chester Wolowicz of South Boston, third, with 16 points.

AIRPORT LOAN DECISION APPROVED BY CURLEY

Mayor Curley formally approved yesterday the decision of the city council authorizing the borrowing of \$1,250,000

for extension of the East Boston airport. He expressed pleasure at the action of the council and declared that as soon as the necessary formalities are complied with, contracts would be awarded for enlarging the airport.

Cops Resent Mayor's Auto Graft Charge

Replying bitterly to Mayor Curley's charges of petty grafting by policemen in parking places, Police Commissioner Eugene C. Hultman last night branded the mayor's statement as "ridiculous and injurious to the good name and reputation of the city."

The whole bitter controversy between city hall officials and the police will be aired at a conference between the mayor and the traffic board in his office at 9:30 this morning.

The mayor said:

"I will advocate enforcement of the rule allowing unlimited parking on one side of a street for 12 hours and on the other side of the same street during the next 12 hours. That is the only fair way to meet the problem.

"If the rule was enforced rigidly it would settle the parking problem definitely. It would stop petty graft among the police, some of whom are paid by owners of autos for permitting cars to remain in prohibited places."

In a bristling statement, Hultman defended the department. He declared there were no outstanding cases of graft remaining uninvestigated.

"In regard to enforcement of the alternate parking rules," he said, "the traffic commission, at the mayor's suggestion, passed one rule which was so faulty that it allowed parking on crosswalks in safety zones and in front of fire hydrants. At the insistence of the police commissioner this rule has been rescinded recently and a new rule passed.

"Whenever any facts are presented that can be substantiated in regards to graft or malfeasance of the police department I am prepared to act."

POST 7/3/31 Mayor's Son Wins Place Sailing Model Yacht

George Curley, 11-year-old son of Boston's Mayor, won second place in the open class of the first of a series of model yacht races conducted last night on Jamaica Pond. George sailed a 36-inch craft, presented to Mayor Curley Wednesday by two pupils of the Abraham Lincoln School. The winner of the race, which was across the pond and back again, was Jose Sernandez, 254 Melrose street, Boston, who was sailing a 72-inch home made yacht. The races were under the direction of Francis X. McLaughlin, director of boys' activities for the community service of Boston.

City Celebrates as John Adams Long Ago Hoped

Pomp, Parades, Shows, Games,
Sports, Guns, Bonfires on
July 4 Program

Senator Walsh Orator

Flag Raising at City Hall and on the Common — Son of Mayor at Old State House

Boston will celebrate Independence Day much as John Adams expressed the hope 150 years ago when he wrote a letter to his wife in which he said: "It ought to be solemnized with pomp and parade, with shows, sports, guns, balls, bonfires, and illuminations from one end of this continent to another, from this time forward for evermore."

Boston will have a parade in the morning, composed of representatives of patriotic societies and marines from the Navy Yard; it will have a pageant on the Common in the afternoon, bonfires in various districts and plenty of sports in the playgrounds. But it will be the same type of "safe and sane celebration" imposed by law and public sentiment in the last twenty years.

Fortunate is the city in having preserved for so many years the Old State House, from the balcony of which the Declaration of Independence received its first reading to the citizens in 1776. Year after year that impressive ceremony is repeated in the very same spot where the reader of the Revolutionary days stood in his three-cornered hat, his knee breeches and long-tailed coat. The reader this year will be Paul G. Curley, son of the mayor, and he will be attired in a costume similar to that of his original predecessor.

Fortunate, also, for Boston is the possession of Faneuil Hall, where the most fiery of revolutionary remarks were uttered previous to the great conflict which gave the thirteen colonies their independence. Senator Walsh, the Fourth of July Orator of Saturday, will not be attired as were such leaders as the Adamses, Prescott, Warren, Revere and Hancock, but he will be inspired by the historical significance of the popular forum.

Parade After Flag-Raising

The first official event of historical character will be the raising of the national and city flags at City Hall at 9:15 o'clock Saturday morning. The mayor is scheduled to hoist the Stars and Stripes in person, and the president of the City Council, Joseph McGrath, is to raise the municipal flag at the same time, while the band plays and the assembled organizations that will later parade will form the picturesque background in front of City Hall and on School and Province streets.

The parade is to be representative rather than with any endeavor to ar-

sentatives with their colors of various patriotic, military and historical organizations, including the war veteran groups and a battalion of the United States Navy will lead them in the parade, which will proceed from City Hall immediately after the flag-raising there under Marshal Charles J. Corkery, aide to the national commander, United States Spanish War Veterans, with Charles McCarty of the American Legion as chief of staff. At Boston Common at 9:30 o'clock the national flag will be raised, also by the mayor, with the formal ceremonies.

The parading escort to the officials and the committee will then proceed by way of Boylston street, Temple place, Washington street, Water street, Congress street, State street, to the Old State House, where, at ten o'clock, will occur the picturesque and historic annual ceremony. From the Old State House the parading escort will march to Faneuil Hall, where, at eleven o'clock, the annual exercises will occur with the mayor presiding. There will be the singing of "America" and the "Star-Spangled Banner," invocation by Rev. Francis L. Phelan, S. T. L., and benediction by Rev. Robert Le Blanc Lynch.

District Programs

While these formal ceremonies are going on there will be local district programs with patriotic exercises and games and sports for children in the various wards of the city as arranged by members of the City Council. In some instances these programs will be continued in the afternoon and the evening; in several parts of the city there will be band concerts. Displays of fireworks will take place in several sections of the city, including Columbus Park, Franklin Field and Boston Common at night.

The annual municipal athletic meet will start on Boston Common at ten o'clock with events for men and women. In the afternoon at two o'clock the customary swimming races, also with events for men and women, will take place at Charles River Basin at the foot of Chestnut street.

A central afternoon event will be a pageant given by children and young people on Boston Common at the Frog Pond, beginning at 3 o'clock. This will be a production of the German fairy tale "Hansel and Gretel."

Boston Common will have other events during the evening, including band music, sunset ceremonies of lowering the flag, and a display of fireworks on the Athletic Field at 9:30 o'clock.

Included in the local programs in some sections of the city will be the noisier opening of the day promptly at midnight, following the custom long established.

The personnel of the Independence Day Committee composed of members of the Citizens' Public Celebrations Association is as follows: Frank Leveroni, chairman; John B. Archibald, William H. Cuddy, John A. Farley, Henry I. Lazarus, Arthur J. Lewis, John H. Noonan, Joseph A. F. O'Neil, James H. Phelan, Henry A. Sasserno, Henry J. D. Small, Frederick J. Soule. Ex-officio members, John A. Scanga, president; Louis Watson, vice president, and E. B. Mero, secretary of the association.

CITY'S CHARITY 'WIDE OPEN' TO GRAFTERS

Fin. Com. Advises Mayor to
Abolish Board and Get a
Commission of Three

Charging its methods were "antiquated and wide open to graft and dishonesty," abolition of the unpaid city welfare board was recommended to Mayor Curley today in a report of the finance commission.

Substitution by a paid commissioner, two paid deputies and an unpaid advisory council was advised together with a complete reorganization of the personnel and work of the department.

The report followed a lengthy investigation into welfare affairs after charges of illegal payments were aired in the city council.

BEYOND ALL CONTROL

"Dependent aid has gotten beyond the control of the antiquated method of administration in the public welfare department," the report said.

"The Finance Commission cannot condemn too strongly the system under which the grants have been made.

"The widest latitude is left to visitor, clerk and official alike, and almost anything is possible under the system.

"Of the many changes needed, the foremost one is the adoption of a policy in aiding dependent cases that will not destroy, as the present policy is destroying, some of the cardinal attributes of a good citizenship.

WATCH FOR GRAFTERS

"People who are able to help themselves should be forced to do so.

"The department is without trained bookkeepers or accountants, and the need for such is of primary importance.

"Trust funds are not used strictly as the donors intended, but income is allowed to pile up that might have been used to ease the burden of the taxpayer."

The report predicted that \$10,000,000 annually will be spent by the welfare board within a short time and that undeserved payments would tend to "demoralize" a large number of persons who might lose their pride and thrift.

Chairman Simon E. Hecht of the present board took exceptions to several statements in the report. "Why change the system?" he asked. "The report itself says remarkably few cases were found

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CITY'S JULY 4 PROGRAM TO TAKE IN EVERYBODY

Exercises at City Hall and Common Among the Features Planned in All Districts of Boston

The city of Boston Independence Day program this year will be similar to those of other years, with the principal activities on Boston Common, at the Old State House and in Faneuil Hall. Programs also have been arranged in practically all wards throughout the city so that the youngsters and grownups alike may enjoy the day in fitting manner.

The city program will open tomorrow at City Hall at 9:15 with the flag-raising exercises by Mayor Curley. A short parade then will form opposite City Hall and march up Bromfield st to Tremont st to West st to the flagpole on Boston Common. Charles J. Corkery will be marshal and Charles J. McCarty chief of staff.

Patriotic exercises will be held on Boston Common at 9:30 with the Mayor and others making short addresses. At 9:50 the marchers will parade by way of Boylston st to Tremont st to Temple pl, Washington st, Water st, Congress st, State st to the Old State House.

From the balcony of the Old State House, facing State st, trumpets will be sounded, Mayor Curley will speak and Paul G. Curley, son of the Mayor, will read the Declaration of Independence. After these exercises the parade will go to Faneuil Hall.

Senator Walsh will deliver the principal address at the exercises there, and the program will be broadcast over station WNAC.

At Boston Common at 10 a m a municipal athletic meet will be held with William H. Cuddy as chairman. Children from each ward in the city will participate.

A municipal swimming meet will be held on the Charles River Basin, foot of Chestnut st, at 2 p m, with Mr. Cuddy in charge.

The big feature of the Boston celebration will come at 3:30 with the pageant "Hansel and Gretel" on Boston Common at the Frog Pond.

Other Common events are a band concert at 7:45, sunset ceremony at 8 and fireworks at 10 p m.

The celebration by wards and districts follows:

"favoritism to certain residents by exclusion of trucks on their streets, thereby putting the entire load on certain other ones.

Mayor Curley said the exclusion rule compels truck drivers to use a certain few thoroughfares, which take all the noise and vibration. He believes that it would be fairer to throw open all streets.

The suggestion is bound to meet with opposition, especially from residents of sections where considerable trucking originates, for it is admitted those trucks will always travel the shortest and most direct route from loading points and hence the most direct route streets from loading points will get all the trucking, whereas in many cases there are residential streets now barred to trucks of more than two-ton capacity.

The installation of his stagger system for downtown parking, the Mayor believes, will also reduce court cases to a minimum and promote business. He believes in permitting one side of the street parking for indefinite periods (within the 12 hours) and that the system would throw open 500 miles of parking to the public.

The half-and-half plan the Mayor believes to be absolutely fair to all. Business concerns on one side of a street will get an even break with concerns on the other side of the same street.

Police Commissioner Hultman's statement said:

"I am glad that the Mayor at last is taking an interest in downtown parking conditions, particularly in regard to Province st, as the Police Commissioner, has been trying for many months to interest the Traffic Commission in passing proper rules and regulations in regard to traffic on Province st, as the present rule which has been in force since the Traffic Commission was created is the same on Province st as in Hyde Park, West Roxbury, and other suburban parts of the city.

"I find that last April, to be specific, the Police Commissioner offered a vote in the Traffic Commission that Province st be added to the list of streets carrying restrictive traffic rules and regulations. Whatever the reasons may have been for rejecting this vote, the Police Commissioner was the only member of the commission who voted for it.

"In regard to enforcement of the alternate parking rules downtown, the Traffic Commission did, at the Mayor's suggestion, pass one rule which was so faulty that it allowed parking on crosswalks, safety zones in front of fire hydrants. Only recently, at the insistent demand of the Police Commissioner, has that rule been rescinded and repassed in a form that is in any way intelligible or enforceable.

"During all of this period, most of the signs maintained by the Traffic Commission downtown have not been in conformity with its own rules. One of the rules which the police are required to enforce is obedience to the signs of the Traffic Commission. The failure of the Traffic Commission to have its signs properly painted and placed is surely not the fault of the Police Department.

"The other loose charges attributed to His Honor the Mayor affect the good name and reputation of Boston so seriously that I cannot be a party to further circulating them, but I will fully discuss them at the Traffic Commission hearing tomorrow morning. Whenever any facts are presented that can be substantiated in regard to graft or malfeasance in the Police Department, I am prepared to act."

HULTMAN HANDS MAYOR HOT SHOT

"Loose Charges" He Says to Traffic Comments

Showdown Forecast Today at Special Meeting

An open break existed between Mayor Curley and Police Commissioner Hultman last night, after the release of a statement by the police head in answer to comments by the Mayor upon the Police Department, traffic regulations and the work of the police in enforcing the regulations.

It was the first time since the conflict between the Police Department and the Traffic Commission started in which the Mayor has taken part, that the police head has answered directly the pointed comments of His Honor upon the Police Commissioner and his department.

"Loose Charges"

Terming the remarks of Mayor Curley as "loose charges that affect the good name and reputation of Boston," Commissioner Hultman declared his intention of discussing fully at today's traffic meeting the matters concerning traffic and the police that Mayor Curley mentioned at length yesterday.

Mayor Curley charged the Traffic Commission, of which the police head is a member, of failure to put into effect the stagger parking system which he recommended to the commission a year ago.

He said that motorists were tipping policemen under the present system and that the introduction of the stagger system would end police graft on traffic violations. He pointed out Province st as an example of traffic violations.

The plan of the Mayor would permit parking on one side of the street from 1 p m to 1 a m and on the other side from 1 a m to 1 p m.

It is said the Traffic Commission took the attitude that the plan could not be enforced.

Another angle of the coming meeting relates to what the Mayor termed

TRANSCRIPT

7/3/31

No Danger of Trucks Again on Beacon St.

Marlboro Is Also Safe, but Newbury St. Will Be No Longer Quiet

Curley Takes a Hand

Forces Alternative Parking on Downtown Area with Twelve-Hour Shifts

Beacon and Marlboro streets, Back Bay, are safe from unlimited trucking, as the result of today's traffic conference called by Mayor Curley, but Newbury street, since it has become largely devoted to business, may have trucking restored in a few weeks. There are at least fifteen of the thirty exempted streets, such as Moraine, Jamaica Plain, on which the mayor's residence is located, and Perkins, a through highway to Brookline, that will be opened to heavy commercial business.

This question was only briefly discussed by the mayor and the traffic commission today. The real question at issue was alternate parking, a plan advanced by the mayor several months ago, originally for the arterial highways leading into the heart of the city and now embracing all streets, within the area bounded by Massachusetts avenue and the waterfront. An order for this radical change in parking was actually promulgated, but has never been enforced, according to the mayor.

Today Police Commissioner Hultman, who realizes that limited parking cannot be enforced, as did the street commissioners for years, explained the difficulty with the taxicab locations, admitting that he could act freely with relation to public stands but not with private stands, such as those in front of hotels. Conditions at the Parker House and the Statler were cited as examples of hindrance to moving traffic as well as to patrons if shifts from one side of the street every twelve hours are demanded.

Promises Police Aid

But Mayor Curley and Corporation Counsel Samuel Silverman argued that the difficulties were not insurmountable. The alternate system might work better in some parts of the downtown district than in others, but it was scientific and should be worthy of the best possible trial by the police. The police commissioner promised to give his hearty cooperation but admitted that the twelve-hour shifting of taxi stands would prove the most drastic thing ever attempted in any city in the country. It was "agreed"

to hear a suggestion from Chairman Joseph A. Conry that the Parker House stand might be shifted from School street to the Tremont street door of the hotel. After much discussion it was agreed that the traffic commission should make further study of the alternate parking problem and be ready to put it into effect in fifteen days.

Mayor Curley also advanced as another decided detriment to the easy flow of traffic the disregard of signal lights by motorists who try to "beat" them. He wondered if the automatic system should at once be extended on Massachusetts avenue to Southampton street, or whether Boston should consider a less expensive system of overhead lights such as that in operation in Atlantic City. That was another question for the traffic commission's study.

An outsider strolling into the mayor's office and gazing upon the spectacle of the strife-ridden traffic commission in session would have seen or heard little to verify the impressions he had received from press accounts. For weeks the careful reader has heard that Chairman Conry and Police Commissioner Hultman were at swords' points; that Public Works Commissioner Joseph A. Rourke and Park Commissioner William P. Long did not speak; that Chairman Thomas J. Hurley of the Street Commission and Mr. Conry merely gazed at each other scornfully; that the only real friend Mr. Conry has on the board is Mr. Rourke.

Today, however, with a few exceptions when sarcasm and ironic thrusts were bandied about mildly, it was a case of the lion and the lamb lying down together. Strange to relate, Mr. Rourke actually expressed an opinion against Chairman Conry and agreed with Commissioner Hultman, and equally strange was Mayor Curley's deferential attitude toward Mr. Hultman, the mayor telling him at the outset that he was misquoted with regard to the stories that graft was interfering with police duties. What he did say, he contended, was that the present parking system left the door wide open for favoritism. Mr. Hultman stood his ground like a martyr, telling the mayor that if he or anybody else knows of graft among his force such instances should be immediately reported. Moreover, he contended that the police had been enforcing the traffic rules to the best of their ability.

Sought Proper Rules

Mr. Hultman remarked that he had been trying for many months to interest the traffic commission in passing proper rules and regulations in regard to traffic on Province street (which was the basis of Mayor Curley's complaint yesterday), as the present rule, which has been in force since the traffic commission was created, is the same on Province street as in Hyde Park, West Roxbury and other places. Last April he was the only member of the commission who voted for a rule that Province street be added to the list of streets carrying restrictive rules and regulations.

So far as alternating parking is concerned, the traffic commission did pass a rule, Mr. Hultman said, which was so faulty that it allowed parking on crosswalks, safety zones and in front of hydrants. Only recently, at Mr. Hultman's suggestion, had the rule been rescinded and repassed in a form that is enforceable.

AMERICAN 7/3/31

PARKING RULE FIGHT WON BY MAYOR

"Graft Warning" Repeated at a Fiery Meeting of the Traffic Board

Mayor Curley ripped into the Boston Traffic Commission at a fiery meeting of the commissioners in City Hall today.

He suggested 12-hour unrestricted parking on both sides of all streets in the downtown area and won his point after his own lieutenant, Chairman Joseph A. Conry, had suggested time to study the plan.

"The hell with study! Let's get down to brass tacks and do something," the mayor flared, and when, finally, the meeting broke up, it was decided to draft rules in accordance with the mayor's plan.

This plan affects the whole downtown area between Massachusetts ave. and the waterfront. Parking will be permitted on one side of the street for 12 hours and on the other side for the remaining 12 each day.

REPEATS "GRAFT" CHARGE

The plans as soon as drawn will be submitted to Corp. Counsel Silverman and be made effective.

The mayor repeated his statement of yesterday that the present parking system opens up a prolific source of graft and into the teeth of Police Commissioner Hultman, who sat opposite him at the "round table" he hurled the charge that traffic officers are "playing favorites."

Commissioner Hultman asked that "graft" be left out of the discussion and the mayor denied he said there was any graft, but, whether there was or not, the system opened up a source for it, he maintained.

There was a tense atmosphere at the meeting, which was attended, also, by Commissioners Thomas J. Hurley, Joseph A. Rourke and William P. Long. The advance Fourth of July pyrotechnical display had been predicted when Commissioner Hultman took exception yesterday to Mayor Curley's intimation about parking graft.

FLARES UP AT CONRY

The mayor proposed that on all downtown streets unlimited parking

unit

12 hours and on the opposite side for the next 12.

"Well, we'll study it," said Commissioner Conry.

It was then the mayor flared up. "Let's try it, anyway," he said. "Under present conditions the fellow friendly with the traffic officer can let his car stay as long as he likes, even where only one hour parking is the rule. You permitted a system which develops a prolific source of graft."

"Well, leaving the graft out, let's talk about your plan," Hultman commented.

"It seems to me that the only solution of the parking problem is to allow cars to be parked as I have suggested," the mayor went on.

HURTS BUSINESS

"What's the use of having rules if we don't enforce them? There's even double parking on some streets. Look out of my window now and you'll see it in Province st. Tell me one street in the downtown area where cars aren't parked on both sides."

He said parking on the Common side of Tremont st. should be stopped at once—that it slowed up traffic and hurt business.

Throughout the meeting the strained relations between Hultman and Conry were apparent. Hultman charged that the "no parking" spots were not properly designated by signs and, when the traffic chairman asked if he had noticed the signs in Beacon st., Hultman replied that he had not.

"I take it you don't travel much along Beacon st." Conry commented.

"No," said the police commissioner, drily. "I only live there."

TRAVELER

7/3/31

REFORMS IN HUB WELFARE DEPT. URGED

Methods Archaic and Open to Fraud, Says Fin Com

A complete reorganization of the public welfare department, including the replacement of the present board of 12 unpaid overseers by a salaried commissioner and two deputy commissioners and the substitution of modern methods of management and financial accounting for the archaic and unsatisfactory existing system, was recommended to Mayor Curley today by the finance commission.

CHANCES FOR COLLUSION

Although specifically stating that no evidence of dishonesty has been uncovered during the investigation of the department by the commission, emphasis is laid, in a voluminous report, upon the numerous opportunities for "collusion and fraud" which the obsolete system of management permits.

The commission finds that dependent aid, within which category is unemployment relief, has "gotten beyond the control of the antiquated method of administration" and attention is called to the failure of the overseers to make essentially needed changes in the management of the department to cope with rapidly changing conditions.

Despite the failure of the overseers to

set up a modern and scientific system for handling applications for aid, the commission investigators failed to find any considerable number of unjustified grants of money, and in each instance bad judgment by employees was the cause.

"Yet," the report states, "the finance commission cannot condemn too strongly the system under which the grants have been made. The widest latitude is left to visitor, clerk and official alike and almost anything is possible under the system. The finance commission can only say that in the limited time it has had to make this investigation and with the limited finances for it, the commission's investigators have not found dishonesty on the part of the employees but have found a system wide open for fraud and dishonesty."

MONEY EASY TO OBTAIN

Cases of beneficiaries were discovered who were receiving more money weekly as unemployment relief than they had ever earned. Cases of two or three generations of the same families collecting aid were also discovered and the commission attributed this condition to the ease with which money could be obtained.

To correct conditions a commissioner of public welfare is advised as well as two deputies, one to have charge of office management and the other of field work.

An advisory council, chosen by the commissioner with the approval of the mayor, similar to the state welfare advisory board, is suggested.

The commission finds fault because of the virtual impossibility of checking any branch of the department. Diffusion of responsibility, issuance of conflicting orders and other detrimental conditions have created a situation which allows "the visitor in the district or the paymaster at the windows to have things pretty much their own way."

In amplification of the looseness of management, the commission cited one coal dealer with 142 orders issued within two months for coal deliveries which could not be made for a variety of reasons.

NO CHECK ON RENTS

As far as payments for rents figure, there is absolutely no check and applicants for money for such a purpose are not obliged to display a receipt.

"The condition of the financial records is no more reassuring," the commission reports. "In the first place, records of all kinds, of money received, money paid out and securities or money on hand, are months behind. There is evidence of an attempt at some convenient time to make accounts balance, but they seldom do. The urge of the system is to pay out as fast as possible. Accounting for it is a secondary consideration."

Discrepancies were found in the accounts receivable from other cities and towns and no effort has been made for years to adjust disputed settlements.

Though disbursing millions yearly, the department lacks trained bookkeepers or accountants and the overseers are assailed because of a persistent refusal to adopt the recommendation of public accountants annually engaged by the city auditor to check up the books.

Trust funds, the commission finds, are not used as the donors intended, but the income has been permitted to accumulate.

Post 7/3/31

Health Unit for Roxbury Decided On

Roxbury will be provided with another city health unit to be erected this year out of the income of the \$6,000,000 George Robert White fund. Mayor Curley will confer today at City Hall with Manager Edward L. Logan and the trustees of the fund to determine upon a site for the new building.

As there is already a health unit at Blue Hill avenue, Roxbury, the Mayor has voiced his preference for Madison square as the site of the next Roxbury unit.

Hultman Admits 1-Hour Parking Unenforceable

"Fireworks" Fail to Go off at Traffic Hearing—Curley and Commission to Adopt Alternate System—Conry, Police Head Spar Verbally

An admission by Police Commissioner Hultman that the one-hour parking regulation cannot be enforced and the exchange of mild verbal thrusts between Hultman and Traffic Commissioner Conry preceded today the decision of Mayor Curley and the traffic commission to adopt the alternating parking rule for the district between Massachusetts avenue and Causeway and Commercial streets and Atlantic avenue and extending to the Charles river and the South station.

NO FIREWORKS

There were no verbal fireworks because of the quick declaration of Hultman that the one hour rule is unenforceable. He made no denial of the charges of Conry that police officers are blind to deliberate violations of the rules, but countered such criticism with a poke at Conry's department for failure to report promptly to the executive of the police department such violations.

The only reference to graft in connection with the discussion of police failure to enforce regulations was the statement of Mayor Curley that he had been misquoted. He declared that the statement which he made and which was correctly quoted in the *Traveler* concerned his determination to secure the adoption of a radical change in the parking regulations "to prevent one of the most prolific sources of graft."

HULTMAN SATISFIED

Commissioner Hultman expressed his satisfaction that the mayor had not assailed policemen for collecting graft.

Hultman was in complete accord with the mayor's idea of the alternating parking rule. Under such a scheme, motorists will be permitted unrestricted parking on one side of downtown streets during a period of 12 hours, and at the expiration of this time the parking regulation will shift to the other side of the street.

Commissioner Conroy repeatedly called attention to the fact that the traffic commission passed such a rule last July and that the police have failed to recognize it. Hultman countered with the assertion that so many changes have been made in the rules that neither the police nor motorists can be expected to keep familiar with the revisions.

Commissioner Conroy took a direct shot at Hultman's department with the accusation that cars were parked throughout yesterday afternoon in a restricted area about the courthouse; that there is no enforcement of the regulations on Beacon street or School street, and that conditions on Massachusetts avenue disclose failure by the police to make any effort to enforce the rules.

EXPLANATION SOUGHT

Hultman's response was a request for an explanation of the failure of the traffic commission to immediately report such violations. He claimed that

such instances have been the subject of letters from Conry three weeks after discovery and he stressed his inability to prosecute the motorists who were allowed to violate the parking rule about the courthouse yesterday.

Hultman made known his conviction that it is impossible to reduce the number of traffic officers; he expressed satisfaction with the improvements in the movement of traffic on Tremont and Washington streets, but challenged Conry's statement that illegal parking is winked at along Washington street.

Most of the talking was done by Conry and Hultman, but the mayor made known that he wants a parking rule, so simple that everybody can understand it, and so general that it will not be possible to "have an understanding with the traffic officer."

Exclusion of trucks from streets was discussed by the mayor, who expressed the opinion that, with the exception of Beacon street, he perceived of no adequate reason for prohibiting the operation of trucks on the public highways. The character of the soil on Beacon street and the fact that buildings rest on piles were cited by the mayor as a satisfactory reason for the exclusion rule.

When Moraine street was read as one of the streets from which trucks are excluded, the mayor remarked that there is no reason for such a rule. He claimed to have expert knowledge, because his home is on the corner of Moraine street and Jamaica way.

The commission will take speedy action upon the suggestion of the mayor for the rescinding of orders excluding trucks from about 30 streets.

Boston Joins Nation in Parades, Fireworks, Ora- tory, Bonfires

Tomorrow is the 155th anniversary of that historic day in 1776 when a handful of grim-faced men gathered in a hall in Philadelphia to sign the document which made the group of colonies "free and independent states."

Through the years, the Fourth of July has been celebrated as Independence day.

GLORIES OF AMERICA

Throughout the country tomorrow bells will ring, fireworks will proclaim in noisy fashion the joy of patriots on this day, orators will retell the glories of America, and over all the folds of Old Glory will stream in benediction. Flaming bonfires at midnight tonight

will mark the opening of the celebration in many cities and towns.

Boston, as usual, will have a notable Fourth of July celebration.

The program has been prepared by Edward L. Dolan, director of public celebrations, assisted by John F. Travers of his department, and Frank Leveroni, chairman of the citizens' Independence day committee. The first event of the day will be the raising of the national and city flags at City Hall, at 9:15 tomorrow morning. Mayor Curley is scheduled to hoist the stars and stripes sand the president of the city council, Joseph McGrath, the municipal flag.

The parade which will follow is to be representative in character, rather than with any endeavor to arrange a large event. There will be representatives, with their colors, of various patriotic, military and historical organizations, including the war veteran groups and a battalion of the United States navy. The line will proceed from City Hall to the Common, where the flag will be raised by Mayor Curley at 9:30. The parade will then move to the old State House, where at 10 o'clock will occur the reading of the Declaration of Independence by Paul G. Curley, son of the mayor.

SENATOR WALSH ORATOR

From the old State House, the line will march to Faneuil Hall, where the annual oration exercises will be held. Mayor Curley will preside. The invocation will be given by the Rev. Francis L. Phelan, S. T. L. The orator of the day will be Senator David I. Walsh.

While the above formal and historic ceremonies are going on there will be local district programs with patriotic exercises, and games and sports for children in the various wards of the city as arranged by members of the city council. In some instances these programs will be continued in the afternoon and evening; in several parts of the city there will be band concerts. A night display of fireworks will take place in several sections of the city, including Columbus park, Franklin field, Boston Common and Jamaica pond.

The annual municipal athletic meet will start on Boston Common at 10 o'clock with a list of events for men and women. In the afternoon at 2 o'clock the customary swimming races also with events for men and women will take place at Charles river basin at the foot of Chestnut street.

A central afternoon event will be a pageant given by children and young people on Boston Common at the Frog pond, beginning at 3 o'clock. This will be a production of the German fairy tale, "Hansel and Gretel."

Boston Common will have other events during the evening, including band music, sunset ceremonies of lowering the flag, and a display of fireworks on the athletic field at 9:30.

Included in the local program in some sections of the city will be the noisier opening of the day at midnight, following the custom long established.

The personnel of the Independence day committee, composed of members of the Citizens' Public Celebrations Association, is as follows: Frank Leveroni chairman; John B. Archibald, Henry J. Brennan, William H. Cuddy, John A. Farley, Henry I. Lazarus, Arthur J. Lewis, John H. Noonan, Joseph A. F. O'Neil, James H. Phelan, Henry A. Sarserno, Henry J. D. Small, Frederick J. Soule; ex-officio members, John A. Scanga, president; Louis Watson, vice-president, and E. B. Mero, secretary of the association.

CURLEY'S GRAFT CHARGE 'LOOSE', HULTMAN SAYS

Police Head to Discuss Statement Today Before Traffic Board

MAYOR INDICATES PARKING PAID FOR

Would Eliminate Source by Changing Rule—Allow 12-Hour Stops

An open break between Mayor Curley and Police Commissioner Hultman at this morning's meeting of the traffic commission was clearly in evidence last night, when the police commissioner issued a statement replying to the mayor's declaration expressing his dissatisfaction with police enforcement of traffic regulations.

Commissioner Hultman branded the mayor's charges of graft in the police department as "loose" and strongly intimated they were false.

In the course of his statement he said:

Other loose charges attributed to his honor the mayor affect the good name and reputation of Boston so seriously that I cannot be a party to further circulating them, but I will fully discuss them at the traffic commission meeting tomorrow morning.

Whenever any facts are presented that can be substantiated in regard to graft or malfeasance in the police department I am prepared to act.

TO ELIMINATE GRAFT

The specific remark of the mayor's to which he had reference was that the mayor was anxious to remove "one of the most prolific sources of graft" by bringing about the enforcement of a regulation which will allow motorists to park for a period of 12 hours on one side of the street.

"It would surely reduce the number of court cases arising from violations of parking rules and it would give persons who desire to shop in Boston stores a chance to do so. It would also eliminate the opportunity to buy parking privileges from policemen," the mayor said.

Mayor Curley's complaint against the police department, as he expressed it yesterday, was that the department has been lax in enforcing traffic regulations. He had pointed to cars parked

in double lines on Province street to support his allegation. He said he will also suggest to the traffic commission the advisability of immediate revocation of all regulations which prohibit operation of motor trucks on certain streets.

Commissioner Hultman in his reply also said:

I am glad that the mayor is at last taking an interest in downtown parking conditions, particularly in regard to Province street, as the police commissioner has been trying for many months to interest the traffic commission in passing proper rules and regulations in regard to traffic on Province street, as the present rule, which has been in force since the traffic commission was created, is the same on Province street as in Hyde Park, West Roxbury and other suburban parts of the city.

I find that last April, to be specific, the police commissioner offered a vote in the traffic commission that Province street be added to the list of streets carrying restrictive traffic rules and regulations.

Whatever the reason may have been for rejecting this vote, the police commissioner was the only member of the traffic commission who voted for it.

In regard to the enforcement of alternate parking rules downtown, the traffic commission did, at the mayor's suggestion, pass one rule which was so faulty that it allowed parking on cross walks, safety zones and in front of fire hydrants. Only recently, at the insistent demand of the police commissioner, has the rule been rescinded and re-passed in a form that is in any way intelligible or enforceable.

During all this period signs maintained by the traffic commission downtown have not been in conformity with its own rules. One of the rules which police are required to enforce is obedience to the signs of the traffic commission. The failure of the traffic commission to have its signs properly painted and placed is surely not the fault of the police department. Mayor Curley's entry into the conflict that has been waged hitherto by means of satirical statements from Traffic Commissioner Conry at Commissioner Hultman's expense came yesterday during an informal interview between the mayor and newspaper men

POINTS OUT EXAMPLE

He said he is prepared to tell the police commissioner his opinion of the degree of efficiency of the police department in enforcing traffic regulations which he has measured during observations of conditions over a period of several months.

The mayor said he is convinced that no attempt has been made by police to enforce the alternate parking rule which the traffic commissioner adopted three months ago at his suggestion and which, in his opinion, will solve the parking problem.

To emphasize his contention he pointed out the window to Province street, where cars were parked in double lines on either side.

"That's a fair example of what I mean," he said.

He then pointed out the possibilities of graft through lax enforcement of the regulation allowing motorists to park for 12 hours on one side of the street.

WILL LIFT BAN ON TRUCKS

The throwing open of all streets to trucks was also suggested yesterday by the mayor and is based on the belief that most of the restrictions have been granted because of political influence of individuals. He admitted that compelling reasons for excluding trucks from a few streets might be advanced and cited the character of the soil along Beacon street as a possible argument underlying the contention that ponderous trucks might disturb the piling on which many buildings rest.

"As a general proposition, however," said the mayor, "I believe that there should be no restrictions. It is not fair to exclude trucks from one street and throw them on other nearby streets. I believe in allowing everybody to bear whatever inconvenience is created by the operation of trucks. If we keep on with exclusion regulations there will not be many streets open to trucks."

Appeals for the addition of many more streets to the number from which trucks are barred inspired the mayor to reach the conclusion that the time is opportune to definitely settle a troublesome problem.

The list of streets now limited to trucks, equipped with pneumatic tires and of a load capacity of 2½ tons, is: Auckland street from Belfort to Bay, Bakersfield street from Willis to Stoughton, Bay State road from Beacon to Chilmark, Beacon from Raleigh to Charles, Brimmer from Pinckney to Beacon, Brookside avenue from Germania to Green, ushnell street from Ashman to Wyanoke, Carrut street from Ashmont to Codman, Centre street from Dorchester avenue to Washington, Centre street from Eliot to Belgrave avenue, Corey street from Centre to Weld, Dawes street from East Cottage to Willis, Eustis street from Adams to Dearborn, Hemenway from Boylston to Huntington avenue, Holton from Franklin to Litchfield, Longwood avenue from Huntington to Brookline avenue, Maple from Centre to Weld, Marlboro from Arlington to Massachusetts avenue, Melville avenue from Dorchester avenue to Washington street, Montebello road from Washington street to Brookside avenue, Moraine street from Centre to Jamaicaway, Newbury from Arlington to Hereford, Perkins from Centre to Jamaicaway, Pleasant street from East Cottage to Stoughton, South from Washington to Bussey, Summer from Columbia road to Stoughton, Vermont from Baker to Codman, Wessex from Wyanoke to Codman, West Cedar from Chestnut to Phillips, Winthrop from Common to Warren streets.

Globe 7/3/31

BAND CONCERTS, FIREWORKS ON CITY'S JULY 4 PROGRAM

Flag Raising Exercises Also Scheduled at City Hall and
Common, Followed by Parade to Faneuil Hall,
Where U. S. Senator Walsh Will Speak

The city of Boston through the Director of Public Celebrations has arranged in connection with the city-wide program for Independence Day a series of approximately 30 band concerts which will be given in various sections of the city, a few of them beginning the night before.

Fireworks displays this year the night of the holiday will be at Franklin Field, Jamaica Pond, Columbus Park, Savin Hill Playground, Smith Playground in Brighton, and at Boston Common at 10. There will also be fireworks at Connelly Playground in Roxbury on the 3d, the night before the local celebration there.

Arrangements are completed for the formal, historic ceremonies with the morning flag raising at City Hall at 9:15 a m Saturday, followed by flag-raising exercises at 9:30 on Boston Common, where the Mayor will speak briefly, and a parade to the Old State House at 10 o'clock, and then to Faneuil Hall for the customary oration exercises at 11 a m with Mayor Curley presiding. The arrangements are in charge of the citizens' committee of which Hon Frank Leveroni is the chairman.

Senator David I. Walsh will be the orator at Faneuil Hall. The invocation will be by Rev Francis L. Phelan, S. T. L., designated by Cardinal O'Connell, and the benediction by Rev Robert LeBlanc Lynch, who has been designated by Bishop Sherrill of the Episcopal Church. Ushers will be from Boston High School Cadets. An orchestra will furnish music and the audience will sing "America" and "The Star-Spangled Banner." Madam Rose Zulalian will sing three patriotic selections. The program at Faneuil Hall will be broadcast from station WNAC from 11 a m till 12:30 p m.

During the forenoon of the Fourth of July the customary district celebrations will take place in 22 wards of the city, some of them continuing during the afternoon as well as during the evening. The morning programs will include patriotic exercises, flag-raising exercises, and, in some places, local parades, together with games and sports and distribution of ice cream for the children.

Boston Common will be the scene of all-day events, beginning with the flag raising at 9:30 a m, followed by athletic contests starting at 10 o'clock. In the afternoon at 3:30 a children's pageant, "Hansel and Gretel," based on a German fairy tale, will be presented at the Frog Pond amphitheatre. At 8 o'clock there will be a sunset ceremony, including the lowering of the national flag with military exercises, followed by a band concert and then at night, scheduled to start at 10 o'clock, will be the display of fireworks.

TRAVELER 7/3/31

Curley Will Fire This Pile



This is the bonfire pile which will be set off tonight at midnight by Mayor Curley. It was erected at Columbus park, South Boston, under the auspices of the Michael J. Perkins post of the American Legion.

Post 7/2/3

LIMIT OF AID TO MEN \$15 WEEKLY

No Reduction in the Allotments to
Widows---Many Men Getting
Aid Refuse to Work



LAYING CORNERSTONE OF WELFARE BUILDING
Mayor Curley laying the cornerstone of the city's new welfare building on
Hawkins street. It cost \$300,000.

To protect the taxpayers and discourage laziness among able-bodied men, the city welfare department will limit jobless heads of families to a maximum dole of \$15 a week, Mayor Curley announced yesterday while laying the cornerstone of the new

\$300,000 charities administration building, now under construction at Hawkins and Chardon streets, West End.

NO REDUCTION
There will be no reduction, however.

in the allotments to widows and to beneficiaries under the mothers' aid law, the Mayor declared, in denial of charges voiced by critics of the welfare department. That a number of the unemployed were receiving too much money for their own good was the expressed conviction of the Mayor. He explained that it had been brought to his attention that a number of men refused to accept jobs because of men were getting enough from the city without working.

"There is a danger," he said, "in the payment of a weekly dole to men that you make it so large that the head of the household will be more willing to draw \$15 or \$20 a week here without working than to draw \$18 to \$20 a week elsewhere and have to work for it. Such a system offers no protection to the individual citizen; it fails to preserve his self-reliance and his individual independence."

Highest praise of the unpaid overseers for their work was voiced by the Mayor. In a fling at their critics, he said, "we have had the cheapest kind of politics played against the trustees ever played in the history of an American city."

They were condemned, he said, because they gave aid to a number of unworthy cases, but the Mayor said that it was the city's policy to aid first and then investigate, rather than allow one worthy case to starve while awaiting investigation.

During the last six months Boston had been providing adequate aid for more needy people than the entire population of Chelsea, the Mayor stated, placing responsibility for the depression upon a "lack of leadership at Washington." He also assailed industries which fired their employees in order to pay their regular dividends, thus sowing the "seeds of Communism and Bolshevism."

Globe 7/2/31

CONFER WITH CURLEY ON CADET PARADE ROUTE

Seeking a parade route for the schoolboy cadets that would not interfere with important downtown traffic, members of the Retail Trade Board conferred with Mayor Curley yesterday and decided upon a tentative route as follows:

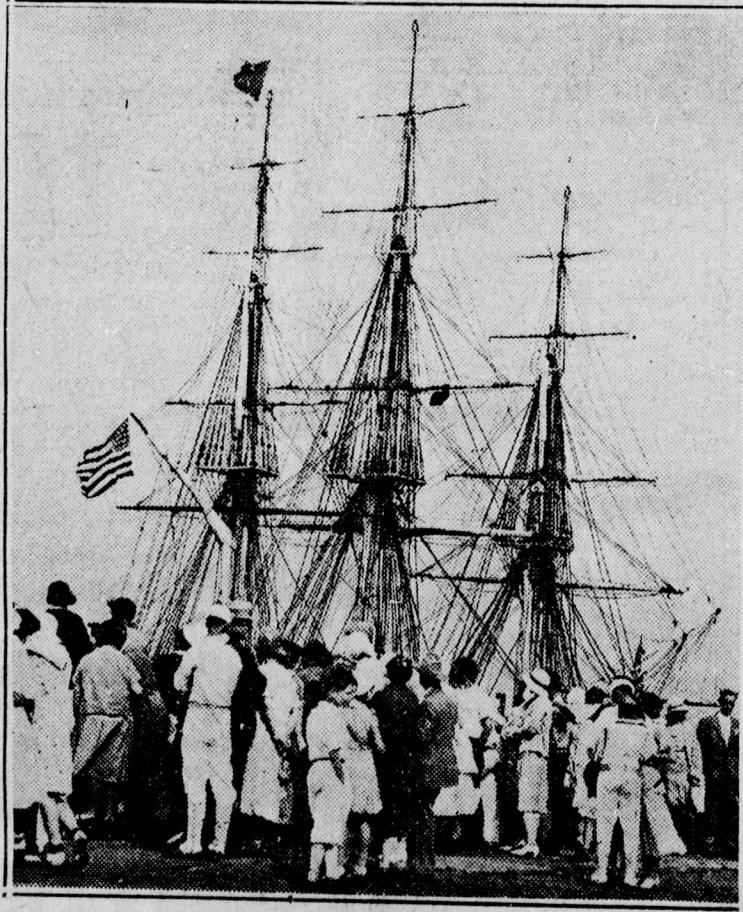
Start from Columbus av near Roxbury Crossing, Columbus av to and through Park sq, Boylston, Arlington and Newbury sts, to the finish line on Newbury st.

Such a route, it was declared, would not interfere with traffic on Beacon av and Marlboro sts, on Commonwealth av, Tremont and Washington sts, Harrison av and Albany st. It would, however, that hereafter the Mayor and the Governor probably would review these parades at Charles and Boylston sts.

Post 7/2/31

OLD IRONSIDES WILL SAIL TODAY

Rebuilt From Stem to Stern, Grand Old Ship Is Recommissioned at Navy Yard With Full Ceremonial



OLD IRONSIDES WEARS HER COLORS

Crowds watching the raising of her ensign as the sterling old fighter resumed active duty yesterday.

Old Ironsides, the living link between America young and America mighty, will go down today to the seas she glorified.

Re-built and re-born, she was reclaimed and recommissioned with all the solemn pomp and naval cere-

mony due the ancient fighter, in the presence of high dignitaries and 3000 guests at the Charlestown Navy Yard yesterday afternoon.

SAILS AT NOON

At the moment black clouds raced over her mastheads. Guns thundered and the drums throbbed. The Stars and Stripes rippled up the stiff halyards to gaff to break in a wind-swept riot of red, white and blue over her stern. And as the band played the national anthem, the gallant old ship, ed Congressmen Charles L. Underhill

whose keel was laid when Washington was President, that saw service in 1812 and 1861, was proudly given back "to the god of storms, the lightning and the gales."

At noon today, without ceremony, the lines that have held her wharf-bound for 34 years will be cast off. Commander Louis J. Gulliver will shout his orders through the maze of rigging. The towing boat, the mine-sweeper Grebe, will tug gently and the ship will sail outward bound for Portsmouth, N. H., on a cruise that will take her as far South as Texas.

But as she starts "for the lonesome sea and sky," the guns that peer from her ports will be silent and the sails on her strange spars will remain furled. For in the words of Rear Admiral Philip Andrews, U. S. N. (retired), under whose administration the reconstruction was carried out, Old Ironsides sails out on a mission of peace to re-kindle "patriotism and love of country which were never needed so much as today."

Yet, Mayor Curley, who followed him on the programme of exercises that preceded the commissioning of the ship, took a different view when he said with a trace of a smile, "Those of us who have viewed with a little bit of apprehension the decimation of the American army, the decimation of the American navy and the decimation of the marine corps, are rather cheered and comforted that once more the Constitution is back in commission, so that if the necessity arises in the future when we lack a navy of modern construction, the Constitution may once more serve a most useful purpose in the preservation of America."

3000 at Exercises

The exercises were held on the athletic field at the navy yard, opening at 2:30 p. m., with 3000 men, women and children, many of whom had contributed to the \$650,000 reconstruction fund, gathered around the speaker's stand. The guns roared 15 times on the arrival of Assistant Secretary Ernest Lee Jahncke of the navy and 11 times for Governor Joseph B. Ely.

The yard was a beautiful scene. Every ship, from squat naval tugs to the trim destroyers, was in full dress, pennants snapping in wind and the crews in whites. Marine guards guided the visitors and at the entrance to the athletic field they were received by naval officers in full dress.

Sprinkled through the crowds were descendants of a number of men who served aboard the Constitution during her long career. Major-General Fox Connor, Congressman John W. McCormack, Congressman John J. Douglass, Governor's Councillor James H. Brennan and others were among the invited guests. Practically every patriotic organization, running from the Revolution to the World war, was represented by a delegation.

And one man who sought to be in the background and bit his lips nervously when signalled out for due honor, was vociferously received. He was Lieutenant John A. Lord, the naval officer who directed the reconstruction of Old Ironsides. Every speaker paid tribute to his genius, because in restoring Old Ironsides he made her exactly as she was when launched at Constitution Wharf in Boston Harbor in 1797.

Rear Admiral Louis M. Nulton, commandant of the First Naval District, presided, and Chaplain E. W. Scott, U. S. N., offered a stirring invocation. Rear Admiral Andrews compared the difficulty in raising the fund for restoring Nelson's flagship and the Constitution. He paid tribute to "sporting Englishmen" who contributed to the Constitution restoration fund and laud national anthem, the gallant old ship, ed Congressmen Charles L. Underhill

Globe 7/2/31

CURLEY LAYS CORNER STONE OF OVERSEERS BUILDING ANNEX



MAYOR CURLEY LAYING CORNERSTONE OF THE NEW ADMINISTRATION CHARITIES BUILDING

Mayor Curley yesterday laid the corner stone of the annex to the building of the Board of Public Overseers before 500 people, including charity and religious figures. In his address the Mayor stressed the fact that during the depression Boston has taken better care of its poor than any other city in the United States.

The Mayor said that as long as wages are being reduced, dividends should be reduced also, that the burden may fall on all equally. If machines can now do the work of a year in seven months, it is high time to consider

the five-day week, the Mayor declared.

Simon Hecht, chairman of the Board of Overseers, introduced the speakers. The exercises began with an invocation by Rev Henry P. Wennerberg of St Mary's Church. William H. Taylor of the board and Treas J. P. Maloney both praised the Mayor for his interest in their work.

Mr Taylor said that the splendid work of Boston for its poor was shown by the fact that the city had no bread lines or soup kitchens.

Rev Thomas R. Reynolds, head of the Catholic charities, said that Boston should appreciate the work of the board.

American 7/2/31

MAYOR ATTACKS POLICE GRAFT

To end what he charged is "the most prolific source of graft among Boston policemen," Mayor James M. Curley today arranged a conference on parking with the traffic board in his office tomorrow morning at 9:30.

"I will advocate enforcement of the rule allowing unlimited parking on one side of a street for 12 hours and on the other side of the same street during the next 12 hours," said the mayor. "That is the only fair way to meet the problem."

"The rule has never been enforced by the police, and it is about time they made a real effort to enforce it. This is the most prolific source of graft among the police."

"If the rule was enforced rigidly it would settle the parking problem definitely. It would stop petty graft among the police, some of whom are paid by owners of autos for permitting cars to remain parked in prohibited places."

At tomorrow's meeting an attempt will be made to do away with alleged favoritism on the exclusion of trucks from certain streets. The mayor says he believes all streets should be thrown open to trucks, as favoritism has crept in through the influence of persons living on certain streets.

Extension of the traffic light system to Edward Everett sq. and on Tremont st., between Massachusetts ave. and Broadway, will also be discussed. The meeting is expected to reopen the whole parking controversy between City Hall officials and the police.

Traveler 7/2/31

CURLEY APPLAUDS WORLD AIRMEN

Mayor Curley sent the following telegraphic message of congratulation today to Post and Gatty:

"Kindly accept my hearty congratulation. Your magnificent achievement is not only the greatest in the history of international aviation, but marks also the best advancement that has been known in the science of the air. You have also proved that you are the world's best masters as navigators and pilots. Our nation owes you a debt of honor. JAMES M. CURLEY, Mayor."

cont

of Somerville, who introduced the bill in Congress for federal funds to complete the work at Charlestown.

Mayor Curley said in part:

"We are living in a more effete, a more effeminate and degenerate age at present, than the period in which the men who built the Constitution lived. They recognized that just so long as human nature remained as it was when the world was constituted, just so long would these evils that have afflicted mankind from the beginning, malice and hatred and envy, stir the souls of men.

"It is very well to discuss peace. It is a lovely ideal for which to strive. But I sometimes feel that the heritage that is ours, the heritage that represents the struggle and sacrifice and the pioneering, is worthy of preserving, and until such time as human nature changes, may God give to America men of the type of lofty courage of those who manned Old Ironsides."

Globe 7/2/31

MAYOR CURLEY TO TENDER A LUNCHEON

Senator Walsh and Family
Chief Guests

A luncheon will be tendered to United States Senator David I. Walsh by Mayor James M. Curley at the Parker House next Saturday at 1 p.m., following the city of Boston Independence Day ceremonies at the Old State House, Washington st. In which Senator Walsh will be the orator of the day.

The luncheon will immediately follow the closing of the exercises at the Old State House.

The guests of honor at the luncheon will be Misses Julia A. Hannah M and Mary C. Walsh of Clinton, sisters of the Senator; Mr and Mrs John J. Doolley of Allston, brother-in-law and sister of the Senator; William J. Walsh of Boston, brother; Mr and Mrs James H. Walsh of Leominster, brother and sister-in-law.

Other guests include Miss Mary Curley, daughter of the Mayor; Paul G. Curley, son, who will read the Declaration of Independence in the Old State House exercises; Leo and George Curley, sons of Mayor Curley; Maj Gen Fox Connor, U. S. A., commanding the 1st Corps Area; Rear Admiral Louis M. Nulton, U. S. N., commandant of the Boston Navy Yard; Rev Francis L. Phelan, chaplain; Rev Robert L. Lynch, chaplain; Edmund L. Dolan, city treasurer and director of public celebrations; John F. Travers, assistant director of celebrations; Charles J. Corkery, Charles J. McCarthy, Vincent Breen and Charles F. Bogan.

The 22 members of the City Council, headed by Pres Joseph McGrath, will be guests, as well as the following members of the committees in charge of the day's activities: Judge Frank Leveroni, John B. Archibald, Henry F. Brennan, William H. Cuddy, John A. Farley, Arthur J. Lewis, John H. Noonan, Joseph A. F. O'Neill, James H. Phelan, Henry A. Sasserno, Henry J. D. Small, F. J. Soule, John A. F. Canger, Louis Watson and Everett B. Mero.

RECORD 7/2/31

Here's One More for Frog Pond Navy



Mayor James M. Curley, shown yesterday at City Hall as he was presented with a 3-foot model yacht made for him by Serafino Tisei, 15, of 126 Shawmut ave., left, and Stephen Wrongska, 14, of 77 Village st. (center), both of the South End. His honor presented each of the boys with a crisp, new \$5 bill, telling them he would use the craft in the Frog Pond Navy Yard on Boston Common.

TRAVELER 7/2/31
L Street Lockers

People's Editor:

I agree that the policy of "first come first served" is an excellent one, but why compel a man to use a locker if he does not want one?

The rule that prohibits a man from stacking his clothes on the beach (near the fences) seems quite unfair to many men of South Boston.

These men carry no valuables, just old clothes, probably old trousers, shirt and shoes, hence, they do not require a locker. If they are willing to assume the risk of losing these old clothes, why should any one else worry?

By eliminating this rule, it not only would relieve a man from waiting in line, but more lockers would be available for men from other parts of the city who might require them.

The men of South Boston appreciate the new L street bath and are grateful to Mayor Curley for making it possible.

They also appreciate the fact that Mr. Long works untiringly to make this famous resort the best in the country. Many thanks to both gentlemen.

But—let us have the L street bath as we always have had it as far as the locker rule is concerned.

WILLIAM J. BAILEY,
South Boston.

HERALD 7/2/31

Curley Urges Insurance Firms Use Capital to Wipe Out Slums in Cities

A suggestion that the resources of the insurance companies of the United States could profitably be invested to eradicate the slums of the large cities and the expression of the need of modification of the Volstead act featured a brief radio address yesterday by Mayor Curley in which he summarized his observations during his recent European trip.

"A program for the elimination of slum tenements in America," he said, "would provide work for hundreds of thousands, now out of employment. It is the character of undertaking that should engage the thought, attention and money of the insurance companies of America whose vast resources even today are far greater than necessary to meet any emergency, if one should come. They have a duty, as well as a business, in fathoming a program to end slum tenements.

"We have the wealth, we have the traditions, we have the pioneering courage in America. All we lack is leadership. If the public agencies refuse then let those agencies that can, proceed with the work—insurance companies."

The mayor termed it education for an American to visit Europe. He denied the claim that Americans are superior to the Italians and the French.

Electrification, particularly in Italy, appealed strongly to him, as did the passing of the slum tenements in London and other cities.

"The necessity for modification of the Volstead act," he continued, "is admitted by every honest American who journeys through Europe. The system in operation in certain countries, not

ably in Ireland, represents a high order of intelligence in dealing with a problem that unless speedily checked may result in the transfer of law enforcement to the law violating agencies. Liquor is as plentiful as the air in Europe but the system of taxation is such that only the wealthy can afford to purchase a sufficient quantity to produce intoxication. In Ireland the tax on liquor is rapidly making the nation temperate. The younger generation, if they ever developed a taste for alcohol, has lost it and the elders, finding the price prohibitive, no longer desire it."

Globe 7/2/31 DONKEY ENGINE AT POSTOFFICE

First Equipment to Arrive at Mayor's "Pasture"

Exhibit A in the mechanical equipment to be installed preliminary to commencement of the erection of the new Federal Building is now on public view in Postoffice sq. No admission tickets required.

It is just a plain-faced, sturdy-looking donkey engine. It arrived on the prospective scene of operations early this forenoon, and in a couple of hours workmen had eased it off the low-slung motor van which brought it, and had put it in position alongside Postoffice sq.

Pedestrians and secretaries in surrounding office buildings paused to take in the spectacle. One watcher asked the foreman whether this donkey engine was going to hoist Mayor Curley's Jersey cow or Postmaster General Brown's long-horned bull into the brink of the Great White Hole of Postoffice sq.

This kickless old donkey engine was the first of four such mechanical animals from the stable of the George F. Watts Company that are to be installed eventually on all sides of the vast quadrangle. This one was kickless today only because it had no firewater, no steam.

By the middle of next week the other three will have been placed on location. By the time their fires are started and warmed up for action, steel shipments will begin arriving alongside them. Their jobs will be to furnish derrick-power for lifting the steel for the building from arriving trucks down in the hollow.

The heaviest pieces of steel they'll have to lift will be two 30-ton trusses. Like perhaps a dozen other trusses of lesser weights, these two will be placed atop the first tiers of underlying broad steel columns which are to rest upon metallic slabs laid upon the concrete mat which forms the base of the projected structure.

These dozen other trusses will range in weight from 20 tons to 24 tons. Since no bridges need be crossed in hauling these heavy weights from the North Station region's B. & M. Road yards, it will not be necessary for the Massachusetts Motor Trucking Company to get special permits for their local transportation.

Watts Company officials now expect that, 10 days from the laying of the steel slabs on the concrete floor, the steel frame of the planned structure will have risen to the third floor level.

MAYOR PROVIDES WORK FOR 82 MEN

Appointment for a period of three months was given by Mayor Curley today to 66 men as gardener laborers in the Park Department. He also appointed 16 men today to the Cemetery Division of the Park Department.

Globe 7/2/31 BRANCH LIBRARY CONTRACT AWARDED

A contract for the erection of a branch public library at 433 Center st, Jamaica Plain, was approved today by Mayor Curley. The contract went to C. Ceraglia & Sons, with the lowest bid, \$76,139. The highest bid was \$113,100.

It is Mayor Curley's plan to erect two every year and there is an appropriation of \$200,000 for the branches. With lower costs the city is getting better branch library buildings within the appropriation and in some cases a surplus remains.

grave by Rev Fr O'Kane, assisted by Rev Fr Finnigan.

Among those at the services were Mayor Curley's secretary, Cornelius A. Reardon, Park Commissioner William P. Long, Sheriff John A. Keliher, John P. Kennedy, Ex-Senator James H. Doyle, Daniel G. Lacey, superintendent of streets, Brookline; John H. Lacey; Daniel O'Connell, George J. Reagan, attorney John F. Sullivan, Thomas Clexton, Public Works Commissioner Joseph A. Rourke, Ex-Senator Henry S. Fitzgerald, John L. Kelly, former superintendent of streets of Boston; William J. Dowling, James F. McNamara, Deputy Assessor James J. Phelan.

Mrs Shea was the daughter of the late William S. Wilson, landscape gardener, who settled in Brookline in 1845. She was born at 198 High st in a house on the state where she died. She was educated in the Brookline schools, being graduated from the Brookline High School and the Notre Dame Academy. She was known and loved by most every resident of Brookline for the past 50 years.

She was a member of the Guild of the Infant Saviour and of St Clare's Guild of Brookline. She is survived by her husband.

STATE AND CITY OFFICIALS AT MRS SHEA'S FUNERAL

St Mary's Church, Brookline, was thronged this morning at funeral services for Mrs Elizabeth (Wilson) Shea, wife of James B. Shea, ex-chairman of the Board of Park Commissioners of the city of Boston.

The cortège proceeded from the house at 198 High st, Brookline, to the church, where a solemn requiem high mass was celebrated by Rev Bernard S. O'Kane, assisted by Rev D. F. Herlihy as deacon, Rev C. L. Reardon as subdeacon, Hugh Foley as master of ceremonies, Paul Bouvier and Thurifer and Leo Landry and James Donnelly as acolytes. Within the sanctuary was Rev C. A. Finnigan of St Mary of the Angels' Church, Roxbury.

The music was under the direction of M. J. Lally, organist, with Miss Vera Keane, soprano, as soloist. Terry's Mass was sung. At the offertory Miss Keane sang Leybach's "Pie Jesu." There was a profusion of flowers. Prominent State and city officials were at the services.

The pallbearers were James Driscoll, Dennis Driscoll, Frederick Driscoll, Joseph Driscoll and William O'Hearn.

The ushers at the church were Dr John J. Shea, Charles Connors, Francis J. O'Hearn and William J. O'Hearn. Burial was in Holyhood Cemetery, Brookline. Prayers were read at the

Curley Approves Limit of \$15 Per Week on Relief Payments

Believes Plan Will Reduce Expenses and Force Men with Families to Seek Jobs—Public Welfare Overseers Praised

A maximum weekly unemployment relief payment of \$15, which Mayor Curley indicated yesterday has been established by the overseers of the public welfare, will not only reduce the expenditures of the welfare department, but will compel men with dependent families to look for employment, he believes.

The conviction that higher payments of such relief have encouraged idleness and laziness, was the keynote of the address of the mayor at the laying of the corner stone of the addition to the welfare building on Bowker street yesterday.

In designating the new \$15 weekly maximum, the overseers have speedily responded to the demand of the mayor for a curtailment in welfare department costs. There will be no revision of the schedules of payments to widows or to beneficiaries under the statutory mother's aid law.

The mayor's enunciation of the new policy, which is expected to convince men with families that it is not easier to live on the weekly dole than on wages earned in regular employment was the high light of his address on the local welfare situation.

About 200 attended the exercises, which included brief remarks by Chairman Simon Hecht, Secretary William H. Taylor and Treasurer James J. Maloney of the overseers of public welfare and an address by the Rev. Fr. Thomas Reynolds, director of the Catholic Charitable bureau in which he bestowed praise on the overseers for the satisfactory manner in which sufferers from unemployment have been aided.

Asserting that for six months Boston has been aiding more sufferers from unemployment than the entire population of Chelsea, Mayor Curley ascribed responsibility for industrial depression to "lack of leadership in Washington" and assailed industrial corporations for sowing the seeds of bolshevism and communism by maintaining 1930 dividends at the rate of 1929 distributions by discharging employees and reducing wages.

"There is danger," he said, "in the payment of a weekly dole to men if it makes them too lazy and it encourages idleness and laziness. Such a system offers no protection to the individual citizen; it fails to preserve his self-reliance and his individual independence."

His commendation of the overseers was coupled with the declaration that "the cheapest kind of politics which has been played against them" and the worst form of political play in the history of any American city. He admitted

that many unworthy persons have taken advantage of opportunities to obtain money to which they were not entitled but in defending the policy of paying first and then investigating, he declared it to be far better to relieve those in actual need than to force them to suffer while investigation of their conditions could be completed.

MAN WITH \$7000 GOT \$110 RELIEF FROM CITY

Received Cash in \$5 Payments—Returns It but Is Fined \$50

Samuel Lewis of 378 Harrison avenue, believed to be 80, although he would only admit 61 years in court yesterday, was fined \$50 by Judge Charles L. Carr for the larceny of \$110 from the city of Boston. Lewis, who has \$7000 in several banks, received the \$110 from the city in \$5 installments as "aid for an unemployed, needy person."

Hale Power, assistant corporation counsel, told Judge Carr that he had Lewis' check for the \$110 as restitution and would be satisfied to have the case filed.

"This man was actually stealing from the poor who do need help," said Judge Carr. "I don't see why I should place any such case on file."

Lewis, who has not worked for more than a year, appeared in seedy attire with several safety pins doing duty for missing buttons.

City's Aid Limit to Jobless Men, \$15

On the suggestion of the mayor, the city's welfare department will limit jobless heads of families to a municipal dole of \$15 a week. The announcement was made by Mayor Curley at the laying of the cornerstone of the new \$300,000 charities administration building at Hawkins and Chardon street, yesterday.

There will be no reduction in the allotments to widows and to beneficiaries under the mothers' aid law, the mayor declared, in denial of charges voiced by critics of the welfare department. That a number of the unemployed were receiving too much money for their own good was the expressed conviction of the mayor. He explained that it had been brought to his attention that a number of men refused to accept jobs because they were getting enough from the city without working.

"There is a danger," he said, "in the payment of a weekly dole to men that you make it so large that the head of the household will be more willing to draw \$15 or \$20 a week here without working than to draw \$18 to \$20 a week elsewhere and have to work for it. Such a system offers no protection to the individual citizen; it fails to preserve his self-reliance and his individual independence."

Highest praise of the unpaid overseers for their work was voiced by the mayor. In a fling at their critics, he said, "We have had the cheapest kind of politics played against the trustees ever played in the history of an American city."

They were condemned, he said, because they gave aid to a number of unworthy cases, but the mayor said that it was the city's policy to aid first, and then investigate, rather than allow one worthy case to starve while waiting investigation.

Work Will Start on New Postoffice Building Next Week, Mayor Learns

Mayor Curley learned yesterday that construction of the new postoffice building will start within the next week.

He promptly decided to celebrate the event with music and issued orders to have the Fourth of July parade swing down that way to salute the start of building with "appropriate selections."

Tomorrow the first shipment of structural steel will start toward Boston from Bethlehem, Pa., and Charles Lund, engineer for the George F. Watts Equipment Company of Boston, subcontractors for the N. P. Severin Com-

pany of Chicago, promised that construction will begin within a week. Supt. E. C. Moschel of the Severin Company will arrive in Boston today to prepare for receiving the first shipment of steel.

Transfer of the steel from the North station yards to Postoffice square will be undertaken by the Massachusetts Motor Trucking Company of Boston. Two of the pieces to be shipped here weigh 100 tons each. Franklin M. Howe, a federal construction engineer attached to the local federal engineering office, will protect the interests of the government during construction.

Mr. Coakley Denies He Is Ely Vizier or Had a Row with Donahue

To the Editor of the Transcript:

As an old newspaper man I read nearly all the Eastern papers. For style and accuracy the Transcript is not excelled anywhere.

Hence, it is really shocking to see such an absurd collection of misstatements as appear in the bed-time story palmed off on your readers as the "Coakley-Donahue rift" article of Tuesday's edition. For more than a column your reporter runs on with details of an imaginary row between Chairman Donahue and myself, giving details of future "tests of strength, etc." between us in a struggle for the viziership of the Ely administration.

I don't know your Mr. Grant who wrote the article, but I suspect he has been having his leg pulled by our mayor, who, he says, is my "bitter enemy." I am not conscious of such enmity and I certainly don't bear enmity toward any man, not to speak of "bitter enmity." I'm too old and life's too short. I fear me, Grant is a victim of the Brown "bull."

+++

I've attended no conference of any kind with Governor Ely and Donahue or anybody else on patronage at any time since the governor was elected. I've never suggested a man for any position in his gift. If ever I knew a man who wears his sovereignty under his own hat, that man is the governor. I learned that in the primary campaign. If he wanted me as vizier (which he doesn't), he couldn't hire me for ten times his own salary. That certainly would be a job.

Frank Donahue and I have been friends for twenty years and more. We've never had a disagreement politically save when he supported Curley for mayor in '29. He is very close to a very dear son of mine named Gael. They were buddies in the only warlike engagement in which I ever knew Frank to engage. That was the "battle of the studio" where our mayor, in true form, sought to avert defeat by resorting to the old strong-arm method. The next day he met his Waterloo and since that day I've devoted little time to politics.

+++

Recently finding that our mayor was planning to defeat Governor Smith for Massachusetts support as he tried to defeat Governor Ely, I've taken hold again and was in New York on that mission when your reporter has me at the "row conference" with Donahue. Neither Smith nor Ely need my aid against Curley, except as I shall inform the voters of the various Curley "plays" and for that purpose the Sentinel may get into the Watch Tower anon. Our mayor may be a candidate for Vice President or even for President, but let me assure you he will not be a candidate for governor in the primaries next year. He will not brave a licking of five to one in a Democratic primary against Ely which would be his of a surety, if he made the run. When Ely was the "little boy from the sticks," an "enemy of the Irish" and wholly "unfitted mentally" for the place, to quote the mayor, the "little boy" beat Curley right here in Boston. What Ely would do to him now is just "too bad." The governor's administration to date has been superb. As to appointments, it is agreed on all sides that they've been of higher caliber than any since Governor

Foss's time, despite the fact that I urged none of them. There may be a lot of hot weather discussions and silly season candidates but Ely will be unanimously re-nominated and overwhelmingly elected unless he shall refuse to take the place again which "the Lord prevent." He's just where Governor Smith is for President. Neither of them can prevent Massachusetts voting for him unless he insists on getting out. If you have any doubt about either question, ask Senator David I. Walsh, the Nestor of them all, the ablest senator in Washington, beloved by all and rightfully the greatest vote-getter Massachusetts has ever known—he knows.

DANIEL H. COAKLEY

Buzzards Bay, July 1.

P. S.—For your information, I may say that I expect to be governor before Mayor Curley attains that honor.

D. H. C.

TRAVELER 7/2/31

MAYOR INSISTS TRAFFIC RULES BE ENFORCED

Would Allow Trucks on All Boston Streets

Mayor Curley is primed to set off a Fourth of July oratorical bomb at a conference with the traffic commission at 9:30 tomorrow morning which will include a formal declaration for the benefit of Police Commissioner Hultman that there has not been satisfactory enforcement by the police department of the traffic regulations.

VIEWS AT VARIANCE

Commissioner Hultman has often been quoted as declaring his satisfaction with the manner in which his department has handled the traffic problems. Tomorrow the mayor, if he adheres to the course which he outlined today, will declare himself on the subject of traffic enforcement and will enunciate a conviction which is at direct variance with the opinion of Commissioner Hultman.

The mayor is determined that traffic control and parking regulations shall be improved. EH aims to ask Hultman why the police department has constantly ignored the alternating traffic regulation which he suggested to the traffic commission and which was adopted several months ago.

In advance of his meeting with the traffic commission the mayor today

called the attention of newspapermen to conditions in Province street. Parking is restricted to one side of that thoroughfare during a 12-hour period, but when the mayor glanced from the window of his office cars were parked on both sides, and in parts of the street there was double parking.

Province street conditions today were no different from every other day, and the mayor cited the street as an example of non-enforcement of the alternating rule throughout the city.

WOULD LET TRUCKS IN

The mayor proposes to advise the traffic commission immediately to rescind all orders barring trucks from certain streets and to permit the operation of trucks on all streets.

"It is only favoritism," said the mayor, "which has obtained these exclusion orders. There is no reason to exclude trucks from a certain street and throw all are a nuisance on one street they surely clog traffic upon other streets. If trucks are just as much of a nuisance on every street. It is only fair that the truck traffic should be distributed. I also plan to attempt to develop some kind of cooperation between the police department and the traffic commission. I aim to ascertain why the alternating parking regulation has not been enforced. I realize that its enforcement will remove a most prolific source of graft."

"Do you believe that parking should be restricted to one hour under this alternating plan?" the mayor was asked.

"No, sir," he replied with emphasis. "I believe that during the 12-hour period that parking is permitted on one side of a street, motorists should be permitted to park as long as they desire. There are 500 miles of street surface available for parking. Let provision be made for use of it. Then maybe persons desiring to patronize Boston stores can have opportunity to do so."

The mayor also announced that he will discuss with the traffic commission the installation of automatic signal lights along Massachusetts avenue to Edward Everett square and along Tremont street from Massachusetts avenue to Broadway.

GLOBE 7/2/31

ATTRACTIVE SPORTS LIST FOR GAEILIC FIELD DAY

Massachusetts Gaelic Athletic Association met last night at the Deacon Hall and arranged its program for the field day at Russell Field, North Cambridge, July 4.

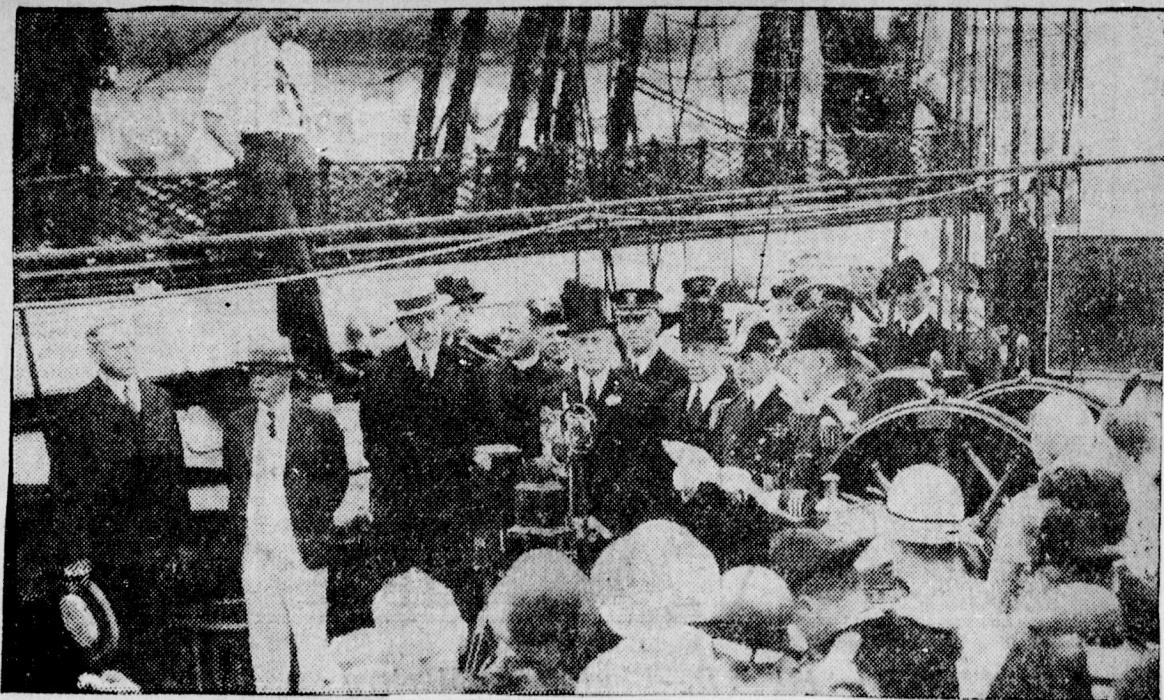
The Galway Men's Benevolent Association is joining with the G. A. A. for the field day. There will be three football games and two hurling contests on the bill.

The big event of the afternoon will be the clash between Cork football team and the Galway boys. These outfits are recognized as natural rivals, and, both are in the running for the championship. A beautiful cup will be given to the winner.

The program, which will start at 12:45 p m, will be as follows: Kerry vs O'Connell's, junior football game; 2 p m. Tipperary vs Shamrocks, hurling; 3:15, Providence Shamrocks vs Kerry, senior football; 4:30, Finbarra vs Galway, hurling; and then at 5:45 the main event of the day.

Mayor James M. Curley is expected to throw in the ball, to start the Cork-Galway game, while Mayor Russell of Cambridge will do a similar act at the Kerry-Providence Shamrocks game; and Mayor Murphy of Somerville will do the same at the

ON QUARTERDECK OF U. S. S. CONSTITUTION



Rear Admiral Louis M. Nulton, commandant of the Charlestown navy yard, reading the orders of recommission of the U. S. S. Constitution. Left to right: Mayor Curley, Rear Admiral Philip Andrews, retired; former Secretary of the Navy Curtis D. Wilbur; the Rev. Francis L. Phelan; Assistant Secretary of the Navy Ernest Lee Jahncke; Gov. Ely; Admiral Nulton, and Comdr. Louis J. Gullivar, who will command the ship on its cruise of eastern ports. Above the wheel may be seen a tablet to Capt. Isaac Hull, commander of the Constitution during the war of 1812, which was dedicated yesterday by residents of Derby and Shelton, Ct., where he lived his later years.

Others who paid tribute to the old sailors who manned the Constitution in its heyday of the war of 1812 and to the modern craftsman who have restored it as a symbol of patriotism for the present age, were Judge Curtis D. Wilbur, former secretary of the navy under whom the movement for restoration was begun; Senator Marcus Coolidge, Mayor Curley and Rear Admiral Philip Andrews, retired, commandant of the navy yard from 1925 to 1930.

An unexpected development of the recommissioning was an intimation by the assistant secretary of war that the historic frigate, which has rested in the Boston yard for more than 30 years, may be transferred to Annapolis and used as a training ship for the United States Naval Academy midshipmen.

MAY BE USED ON LINE

Still another highlight of the day was provided by Mayor Curley. While the blue-coated naval officers seated behind him on the speakers' platform evidenced their approval with laughter and applause, he remarked in mock seriousness that the policy of reducing the navy, army and marine corps may soon reach such a state that "the Constitution may serve a useful purpose in the fighting line."

After the honorary guard of sailors and marines was reviewed by Admiral Nulton, the exercises were opened with prayer by Chaplain E. W. Scott, U. S. N., representing the Greater Boston Federation of Churches. Admiral Andrews was introduced by Admiral Nulton, and he expressed the gratitude of the navy to the school children and others who donated funds, the old-time sail makers who made the canvas which the ship was spread if in difficulty, and others who aided its restoration.

He gave special praise to Lt. John A. Lord, in charge of the recommissioning, for whom yesterday's exercises were the fulfilment of seven years of painstaking work to accurately restore the frigate. Lt. Lord, who will be eligible for retirement in February, was introduced and applauded by the audience.

FIGHTING UNIT

Mayor Curley, after declaring himself "cheered by the presence of cruisers that make a fighting unit," followed his remark on reduction of the navy by insisting, "It is very well to discuss peace—a lovely ideal for which to strive.

"But I sometimes feel the heritage which is ours is worthy of preserving. Until such time as there is permanent peace, may God give to America men of the type that manned Old Ironsides, and may God place in their hands the weapons for protecting the heritage of which we are after all only custodians in our day and hour."

PLEA FOR PARADE ROUTE IS RENEWED

Chamber of Commerce Asks Mayor
To Fix Definite Route

The retail board of the chamber of commerce yesterday successfully renewed with Mayor Curley its appeal for the determination of a permanent parade route which will not interrupt the movement of traffic into and out of the city and will not adversely affect retail trade.

The mayor accepted a suggestion that

a new route be agreed upon and, if the officials of the Boston Elevated do not interpose vigorous objections, the street commission will adopt the permanent regulation which will locate the start of parades at Roxbury Crossing. The route will be Columbus avenue, Park square, Boylston street, Arlington street and Newbury street to whatever distributing point is acceptable to the directors of each parade.

Such a route will compel both the Governor and mayor to leave the State House and City Hall to review parades and it has been proposed that a reviewing stand location be designated at Boylston and Charles streets.

July 1 AMERICAN 7/1/31

LATEST ADDITION TO FROG POND NAVY



SERAPHINO TISEI STEPHEN WRONSKI

Seraphino Tisei, 15, and Stephen Wronski, 14, both of the South End and both admirers of Mayor Curley, presenting the latter with a

MAYOR CURLEY

model yacht they built as pupils in the Abraham Lincoln school. The mayor gave each boy a crisp \$5 bill, he was so pleased

Two South End boy admirers of Mayor Curley today presented him with a 3-foot model yacht which they made at the Abraham Lincoln school. The mayor was so pleased with the boys' gift that he presented each of them with a \$5 bill as they were leaving his office. He said he would add the boat to the Frog Pond navy.

The boys were Seraphino Tisei, 15, of 126 Shawmut ave. and Stephen Wronski, 14, of 77 Village st., South End.

Each made a boat for himself in addition to the one they made for the mayor. They will race their own craft in the Jamaica Pond meet July 2 at 7 p. m.

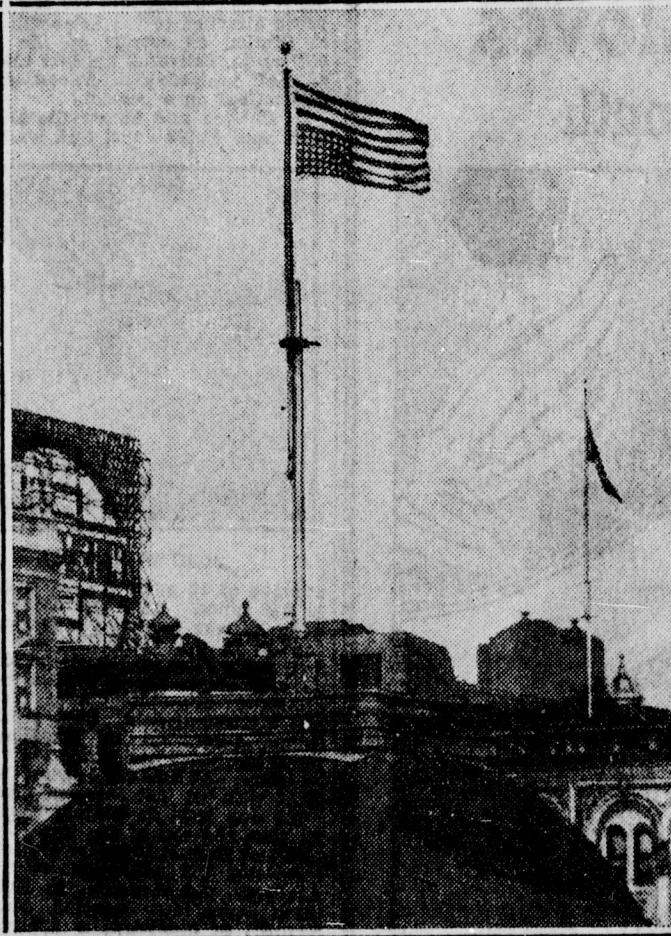
Hamburg Liner to Be in Boston Aug. 5

Mayor Curley was today informed by officials of the Hamburg-American line that its steamship St. Louis will leave Hamburg, July 26, and arrive in Boston, Aug. 5, following calls at Boulogne and Galway. The Mayor considers this significant and believes the officials of the line are testing the Boston port with a slow boat for the purpose of developing additional business.

GLOBE 7/1/31

OLD GLORY UPSIDE DOWN CURLEY FOR ON POLE OVER CITY HALL 5-DAY WEEK

Patriots Tip Off Fourth Assistant Janitor, and
When Mayor Arrives All's as Usual



THE EAGLE WASN'T QUITE QUICK ENOUGH TO ELUDE THE CAMERAMAN

Something went seriously wrong at City Hall early this morning, but it was detected and corrected 10 minutes before Chairman Frank ("Alert") Goodwin arrived at his desk in the "Fin Com's" busy lair across the way from "lower" Beacon Hill's Grand Opry House.

Fatigued after a poor night's sleep, a young fourth assistant janitor at the people's palace hoisted the American flag downside up on the pole rising aloft above the eagle, which is sadly afflicted with dandruff (the eagle, not the pole).

Folk had begun to wonder vaguely whether reversed colors over City Hall signified to a cock-eyed world that La Belle France had finally and irrevocably said, "Non, jamais, jamais!" to the Hoover scheme of putting all

international debts on the cuff for one year.

Miss Kathryn McManus, amiable boss of the City Hall Annex switchboard, soon was receiving a call a minute from inquirers for an explanation. By and by calls were coming at two a minute. One patriot had to have the most emphatic assurance that he needn't see an eye doctor today—that Old Glory actually was standing on its left ear.

Informed of his error, the fourth assistant janitor broke all records galloping up to the roof to correct his error.

When Uncle James Curley came downtown to resume his throne for the day below, accompanied by Public Building Supt John Englert, all was serene and the musical eagle was merrily chirping the strains of "O, say, can you see!" But it was another narrow escape.

Mayor Lays Corner Stone
to Overseers' Annex

At the laying of the corner-stone of the annex to the building of the Board of Public Overseers today Mayor Curley and other speakers stressed the fact that during the depression Boston has taken better care of its poor than any other city in the United States.

The Mayor said that as long as wages are being reduced, dividends should be reduced also, that the burden may fall on all equally. If machines can now do the work of a year in seven months, it is high time to consider the five-day week or the shorter working day, the Mayor declared.

But there is danger in the dole, the Mayor warned. In view of this fact the Board of Overseers is going to limit its charities to a maximum of \$15 per week, so that men who can work will not take advantage of this aid; but charities to widows and the mothers' aid charities will not be reduced, the Mayor said.

The Mayor laid the cornerstone before a crowd of 500, including noted charity and religious figures. The \$200,000 unit has over 25 rooms and will be completed the early part of next year. Offices of private charities will occupy the building.

Simon Hecht, chairman of the Board of Overseers, introduced the speakers. The exercises began with an innovation by Rev Henry P. Wennerberg of St. Mary's Church.

William H. Taylor of the board and Treasurer J. P. Maloney, both praised the Mayor for his interest in their work.

Mr Taylor said that the splendid work of Boston for its poor was shown by the fact that the city had no bread lines or soup kitchens.

Rev Thomas R. Reynolds, head of the Catholic charities, said that Boston should appreciate the work of the board, and the Mayor further praised its work by saying that it was a model for similar institutions all over the country. The Mayor made a plea for the leaders of the country, both intellectual and political, to prepare suitable work programs in order that there may never be another depression in the country.

GLOBE 7/1/31

RADIO TALK BY CURLEY ON EUROPEAN OBSERVATIONS

No Striving For Material Ends Abroad, He Says— Suggests Electrification Program Here

Mayor James M. Curley over radio station WNAC at 2 o'clock this afternoon gave an interesting talk on his observations during his recent trip to Ireland, England, France and Italy. He contrasted the constant striving for material ends at the expense of mental and physical well-being in this country with the European cultivation of leisurely living that ensures mental solace and happy, healthful lives. He also referred to rail electrification abroad.

His address in part was as follows:

"An American can learn much that is of value from a trip to Europe and yet it may be summed up in a few words.

"In addition to their own language, the average European having contact with the public, speaks well the English language, and even outside of France has a good flow of French, and this is true even of waiters and chauffeurs. To the American with a smattering of French, which he rarely pronounces properly, this is a revelation. They possess not only a love of art, but a knowledge of the same. Americans have long considered themselves, due to financial and industrial progress, as superior beings and have regarded both Italian and French as inferiors, but a trip through Rome or a visit to the Louvre dispels the illusion and gives us a true approximate of our status from the standpoint of art and intellect.

Electrification

"The folly of constantly striving for material ends at the expense of mental and physical well-being is emphasized in the cultivation of leisurely living that ensures mental solace and happy, healthful lives. In this they have approximated the difference between froth and substance. In America we build to destroy, in Europe permanency and beauty are the factors, while money and time are nonessentials, and this policy has made the

glories of the past become the joys of the present.

"In the development of rail transportation, public welfare, rather than private gain, has been the primary consideration. Tunnels have been constructed at great cost and grade crossings, with their terrific human toll, eliminated. The approach to an Italian city upon an electric rail system is a joy, the right of way made beautiful, with flowers and shrubs, rather than unsightly and uninviting as is invariably the rule where bituminous coal is used.

"The health and beauty of America requires general electrification and even though the added cost be represented in an increased transportation charge it would not be an unwise departure.

"Electrification and the abolition of grade crossings within a 10-year period would provide work and wages for a vast number of men and its consumption would result not only in a higher health rate but in a lower mortality rate.

"The thatched cottage of one or two rooms, shared not infrequently by human and animal alike, is happily passing in Europe and it is among the most hopeful signs of true progress.

"It is difficult to understand how a people could regard with complacency or support with sincerity the occupant of the luxurious castle while compelled to live in quarters that were insanitary and uninviting.

Major Housing Programs

"In Italy, France, England, Ireland and in fact in every country of Europe, housing programs of major character are being conducted and a new perspective is unfolding for the people.

"It is the wisest character of investment, even though as in the case of Great Britain and also Ireland, the Government is required to finance the program.

"In London the slum tenement of Whitechapel, Cheapside and China-

town today exists only in works of fiction. Modern homes of brick and stone, with many rooms rather than one, and bath rooms rather than the family washtub, are rapidly becoming the vogue. It should shortly be reflected in a lower mortality and a higher health rate, supplemented by a more cheerful outlook on life and living.

"The rapidity with which the slums are passing in Europe is a challenge to America, the answer to which should be a program for elimination of slum tenements even though it is necessary to finance such a program by governmental agencies. Europe is at last realizing that the conservation of human beings is as essential as kingly palaces or works of art.

"America might even now learn with profit that the welfare and happiness of the individual citizen is the true standard rather than money by which to gage a Nation's wealth.

High Cost of Intoxicants

"The necessity for modification of the Volstead Act is admitted by every honest American who journeys through Europe. The system in operation in certain countries, notably in Ireland, represents a high order of intelligence in dealing with a problem that unless speedily checked may result in the transfer of law enforcement to the law violating agencies.

"Liquor is as plentiful as the air in Europe, but the system of taxation is such that only the wealthy can afford to purchase a sufficient quantity to produce intoxication.

"In Ireland the tax on liquor is rapidly making the Nation temperate, the younger generation, if they ever developed a taste for alcohol, have lost it and the elders, finding the price prohibitive, no longer desire it.

"The revenue from the sale of liquor goes directly to the Government, rather than to the bootlegger and the racketeer, as in America, so that a two-fold purpose is being served—the youth of the land no longer seek alcoholic adventure and the Government is enriched while promoting the cause of temperance."

AMERICAN 7/1/31

CITY MAY TAKE OVER HOSPITAL

The buildings of Massachusetts Memorial Hospital Association, commonly known as Homeopathic Hospital, on Harrison ave., may be taken over by the city of Boston, for use as a hospital for chronic cases and for research work.

Officials of the Homeopathic hospital today conferred with the mayor on the proposed transfer. Another conference has been arranged for next Tuesday at which time the trustees of Boston City Hospital and committees from the surgical and medical staffs of City Hospital will participate.

Mayor Curley said if the plan is considered feasible the Homeopathic Hospital property would be used for the care of the aged sick and chronic diseases now housed at Long Island Hospital.

HERALD

AIRWAYS DIVISION CELEBRATES TODAY

Mayors to Help Colonial Ob- serve 5th Anniversary

The Colonial division of the American Airways, operators of the Boston-New York passenger and air mail service, will celebrate its fifth anniversary today with appropriate exercises at each end of the line.

Mayor Curley, at 2:10 P. M., will

speak for two and a half minutes from City Hall over the radio and his words will be heard aboard the Colonial plane then coming in for a landing at Hartford. A few minutes before Curley is scheduled to speak, Mayor Walker of New York will acknowledge a call sent over short wave radio from the plane to the City Hall at New York.

Gov. Trumbull of Connecticut will speak over the radio to both Mayor Walker and Mayor Curley, and the mayor of Newark, N. J., the line's New York base, will express the congratulations of his municipality.

Since July 1, 1926, when Pilot Talbot Freeman flew from the Boston airport to Hadley field with the first air mail out of Boston, Colonial Airways have flown 1,800,000 miles, carried 26,500 passengers and transported approximately 11,000,000 pounds of mail.

CHOOSING A ROUTE FOR PARADES

Retail Trade Board and
Mayor Confer

The vexing question of a parade route for the downtown section, that resulted in considerable argument before the schoolboys' parade recently, came up for consideration in City Hall this morning. Members of the Retail Trade Board conferred with Mayor Curley.

A route was agreed upon pending confirmation by the Boston Elevated, which has the transportation problem of getting the boys to and from the starting point. The proposed permanent route is as follows: Start from Columbus av, near Roxbury Crossing, Columbus av to and through Park sq, Boylston, Arlington and Newbury sts to the finish line on Newbury st.

That would not interfere with traffic on Beacon and Marlboro sts, on Commonwealth av, Tremont and Washington sts, Harrison av and Albany st. It would mean that hereafter the Mayor or Governor will review parades probably at the junction of Charles and Boylston sts.

BOSTON BAR COMMITTEE TO ATTEND PROCTOR FUNERAL

The president of the Bar Association of the city of Boston has appointed the following committee to attend the funeral services of Thomas W. Proctor to be held tomorrow at 2 p.m. in the Church of the Redeemer, Hanmond st, Chestnut Hill, Brookline: Herbert Parker, chairman; Guy Wilbur Cox, Frederic H. Chase, James D. Colt, Robert G. Dodge, Frank W. Knowlton, William Flaherty, Daniel H. Lyne and L. Cushing Goodhue.

MAYOR CURLEY SEES BRIGHT FUTURE FOR BOSTON AIRPORT

In a statement which he issued yesterday on the passage of the order by the City Council calling for the expenditure of \$1,250,000 for airport improvements, Mayor Curley said:

"This marks an important step in the development of this most interesting undertaking. The same objections have been raised to the expenditure of an additional million and a quarter for the development of the Boston Airport that have been raised in connection with every project in the last quarter of a century in the life of Boston.

"If those objections, when raised in the case of the establishment of the automobile industry at Boston, had been overcome we would today be the leading city in the manufacture of automobiles in the world.

"If those objections had been overcome in the case of the rayon industry, Massachusetts would be the leading State in the Union for the manufacture of this particular commodity.

"If the same objections had been overcome in the case of the manufacture of radio instruments, cabinets, etc, we would be the center of the manufacture of this commodity to-day."

HAMBURG-AMERICAN LINER TO LEAVE HERE IN AUGUST

The steamer St Louis of the Hamburg-American Line, according to Mayor Curley, will make a sailing from Boston early in August. It will leave Hamburg July 25, stopping en route at Boulogne and Galway, and will be due here Aug 5.

The Mayor said that he believed it was a trying out of the Boston-to-Europe plan, using a slower ship in the test.

OFFICIAL NOTICE OF EL CONTROL ACT ACCEPTANCE

Official notification of the acceptance of the terms of the Elevated Control act by the stockholders of the company was received today by Secretary of State Frederic W. Cook. The act, passed by the last Legislature, extends the public control of the road for 28 years.

Of the votes cast among all classes of stock, 396,882 were in favor of acceptance of the terms of the act. Of that number, 192,325 were shares of preferred stock.

HEARING ON CONSOLIDATED GAS COMPANY CONTRACT

The Public Utilities Commission today held a hearing on the petition of the Boston Consolidated Gas Company for approval of a contract with the New England Fuel and Transportation Company for the purchase of gas.

The only change in the new contract, as compared with the old one, said Pres Dana Barnum, speaking for the company, is the provision under which the New England company guarantees to supply 40,000,000 cubic feet a day instead of 30,000,000 as in the present agreement. The contract runs for one year.

There was no opposition and the commission took the matter under advisement.

WILL SPEND \$35,000,000 IN E. BOSTON DISTRICT

Curley Tells of Plans at Courthouse
Dedication

Speaking at dedication ceremonies incidental to the opening of the new East Boston district court yesterday, Mayor James M. Curley declared that he intended to spend over \$35,000,000 in that section of the city before leaving office.

His speech came as a climax to a ceremony attended by practically all political leaders of that district, during which the building, erected at a cost of \$355,000, was formally made available for use.

The dedication exercises were opened

CHANCE TO EXTEND THE CITY HOSPITAL

Mayor to Confer With the
Homeopathic's Owner

The taking over of the present buildings of the Massachusetts Memorial Hospital Association, better known as the Homeopathic Hospital, on Harrison av, for use as a hospital for chronic cases and research work by the Boston City Hospital staff, hinges on a conference between owners of the property and Mayor Curley.

Today the Mayor had a conference with officials of the association, which plans a new institution in Brighton. Next Tuesday the conference will include trustees of the Boston City Hospital and surgical and medical staff of that hospital to determine if the City Hospital should enlarge to the extent of taking over the other property.

The Mayor said today that if it was found feasible and necessary he would use the to-be acquired premises for the care of aged sick and chronic disease cases now cared for at Long Island Hospital and also for research work by the City Hospital staff.

The acquisition of the additional property would mean that Boston would have an infectious disease hospital, a hospital for general purposes and chronic disease hospital in one center.

MAYOR CURLEY APPROVES HENRY J. PHIN TRANSFER

The transfer at a salary of \$2500 of Henry J. Phin from the Auditing Department to the treasurer's office was approved today by Mayor Curley.

by the Rev. William B. Whalen of the Most Holy Redeemer Church, East Boston, who delivered the invocation. This was followed by speeches by Congressman John J. Douglas, City Councillor Timothy F. Donovan, James E. Maguire, representing the East Boston and Winthrop Bar Association, and Associate Justices Patrick J. Lane and Charles J. Brown.

The key to the new building was then presented to Judge Joseph E. Barnes by Superintendent of Public Buildings John P. Englert. The mayor and a large party of guests were shown through the new structure, while more than 1000 persons who attended the ceremonies also crowded the corridors for a glimpse of the courts.

MAYOR CURLEY SITS FOR PAINTER

Mayor Curley gave a first sitting yesterday to Ernest DeNagy, Hungarian artist, formerly attached to the Austrian court, who is on a tour of this country painting portraits of prominent persons. The mayor will give a second sitting.

AMERICAN 7/1/31

Mayor Lists Great Developments During Half Century in N.E.

By MAYOR JAMES M. CURLEY
as told to

RUTH MUGGLEBEE

We who have lived during the past half century have watched and marvelled at the tremendous developments to which New England has played host. They are remarkable achievements, indicative of progress and expansion.

I am asked to select the 10 most important developments of those 50 years, as I see them. It is extremely difficult to reduce to 10 the happenings of major importance since 1880, for to choose those that are especially indigenous to Boston and New England is to eliminate the greatest.

But here are my selections:

1. New England, the Summer Playground of America. This has been a most striking develop-



ment. I take particular pride in the improvement and advance in recreation, with which New England has been identified for the last 50 years.

The barrenness of the old New England has today given way to an acclaimed playground, a spot where art and nature combine to make a most remarkable and beautiful haven for Americans. The tourist trade today is one of our important industries.

2. New England Higher Education. The seed that were sown in Cambridge, Boston and New Haven, as well as in other places, 200 or 300 years ago have borne remarkable fruit. Boston was and always will be the Athens of America, the home of culture and learning, the citadel of higher education.

Boston's place in education is best shown when we find that in 1881 \$1,392,970 was spent as against more than \$21,000,000 last year. An amazing sign post for the future. A fine promise that illiteracy no longer belongs in New England's vocabulary.

3. Hydro-Electricity and Its New England Development. We have truly harnessed the gushing river and reduced it to a docile steed. Just think of how its development has lightened the burden of the housewife, giving her electrical appliances that her grandmother never dreamed of.

It has given the housekeeper those leisure hours with which to develop herself and has divorced her from the drudgery of the kitchen. What with labor-saving devices in washing, cleaning, ironing, and even to preservation of food, the hydro-electricity has been like a power dropped into Milady's lap.

NEWSPRINT SOURCE

4. New England Newsprint Industry. Forests of Maine have

been converted into paper for this and other newspapers. Fifty years ago most of the paper used for printing was imported. Today and for the past 30 years New England has furnished most of this article, the forests of Maine, northern Vermont and New Hampshire supplying the fibre.

5. New England and the Telephone. Mayor Frederick O. Prince walked to another office to use the telephone. Today I reach from my desk by telephone 400 municipal

offices. The telephone is a Boston child, born in this city around 1880 when but few business houses enjoyed a telephone. The territory now covered by the operating company is served from a plant valued at about \$250,000,000, with nearly four and a half millions miles of wire, 484 exchanges and 22,000 employees.

PARK IMPROVEMENTS

6. Boston Park System. I take



MAYOR CURLEY ON THE JOB

ride in the Fenway and I was not only gratified but uplifted at the change that has come about in the last year and a half.

The world knows of Franklin Park and the Public Gardens. No one need go to London, Paris or

Here Are Ten Put on Honor Roll by the Mayor

- 1—New England, Summer Playground for America.
- 2—New England Higher Education.
- 3—New England Hydro-Electricity.
- 4—New England Newsprint Industry.
- 5—New England and the Telephone.
- 6—Boston and Its Park System.
- 7—Health Development in Boston.
- 8—Boston and Its Fisheries.
- 9—Boston and Its Subways.
- 10—Aviation for New England.

cont

AMERICAN

7/1/31

let me mention the Strandway at South Boston and the all-year-round bathhouse erected at L st., at a cost of \$450,000 and dedicated only last Saturday. I believe Boston is going to be spoken of in a few years as possessing the finest park system in the world, if it is not already entitled to it. Boston was the first city to develop the playground idea.

7. **Health Development in Boston.** I am sometimes called the Health Mayor of Boston, a title which I proudly accept. But look what Boston has to show for it. It has the best health clinics in the country, a development the highest that has even been attained. "A sound mind in a sound body" has always been an iron-bound doctrine with me.

There has been no development in medicine or surgery that the rest of the country may not look to Boston for the origination of the idea and the carrying out of the idea itself.

FINEST FISH PORT

Today the death rates throughout New England are lower than ever before and diseases that ex-



acted a tremendous toll are practically subdued. The George Robert White health units have blazed a new trail for treatment of infants and education of mothers in health.

8. **Boston and Its Fisheries.** It is almost superfluous to talk about New England as the home of greatest fishing industries. The whole world has heard of Gloucester and Boston, which today is more than just a rival. We have in Boston the finest fish port in the world. The figures are staggering. It is utterly impossible for any port in any country to engage in competition with us. We have taken the lead from Grimsby, England.

9. **Boston's Subways.** Boston led the way in the construction of subways and tunnels. In 1895 the Tremont and Boylston st. subway was opened and this subway was followed by other lines in the underground chain. Between East Boston and Boston proper we built the first sub-aqueous concrete tunnel in the world, a tunnel under the Boston harbor, making East Boston practically no longer an island.

10. **Aviation.** I think it no exaggeration to say that because between \$1,000,000 and \$1,500,000 was yesterday appropriated for the development of the airport and the



levelling of Governor's Island and the filling in of the flats of East Boston near the airport, Boston in a short time will have the finest airport in the world.

As regards the transportation by air of passengers and freight is concerned, Boston will, in a few

years, lead the way in this new method of communication with the peoples of the world. I think it a funny thing that people can't see that the method of transportation is constantly changing and that air transportation is assuming important proportions.

The money devoted to aviation will come back, not ten but 100 fold. Who would have thought before the war of the progress of the air? Man has subdued the land and the water. Today he has the air under his control. What a few years ago seemed utterly impossible for the mind to conceive must today be accepted as every-day occurrences.

These are my selections. I think them worthy of New England's Hall of Progress. They have made New England what she is, a power. Years ago we wouldn't have believed a New England of today possible. Fifty years from today we'll also marvel.

PARADE ROUTE IS AGREED ON

Mayor Curley received a visit today from a committee of the Retail Trade Board which urged him to make a hard and fast rule with reference to parade routes in Boston because of interference with business.

As a result of the conference the mayor and the committee agreed on a route and the street commissioners are to consult with Elevated officials to ascertain if they are willing to accept the plan.

This route begins at Roxbury Crossing and follows Columbus ave. to Park sq., Boylston st., to Arlington st., to Newbury st. The Mayor said the route would permit traffic to flow in town without interruption over Beacon, and Marlboro st., Columbus ave., Tremont and Washington st., Harrison ave. and Albany st.

The Mayor added that this would make it necessary for the Governor and Mayor to view all future parades at some central point, probably at Boylston and Charles st.

Curley Sees World Flight as Aid to Airport Plans

With reference to the successful flight of the world fliers, Mayor Curley today said:

"The successful flight of Post and Gatty is most gratifying. Their success has added honor to American courage and American progress in navigation of the air.

"Coming as it does on the eve of the approval by the city council of the expenditure of \$1,250,000 for completion of the Boston airport it is indeed pleasing, since it may be construed in the light of other successful flights of the past year as an added argument in favor of what we propose to have in Boston—the largest and most accessible airport in the world."

DEDICATE NEW EAST BOSTON COURT HOUSE

East Boston's recently completed combination court house and police station, erected at a cost of \$350,000, was formally dedicated yesterday, with Mayor Curley delivering the principal address.

Mayor Curley referred to several large undertakings which are now underway or will soon be started under his administration and said that approximately \$35,000,000 will have been spent by the city for the welfare of the people of the district and aimed to promote its growth and that of the city, before he will have finished his present term of office.

These improvements include the new traffic tunnel, the widening of Porter street, the enlargement of the airport, making it one of the finest in the world, the strandway at Orient Heights and the connections to the State road leading to the north shore.

CONFER OVER ISLAND LEASE

Army Officers and Officials of City Meet Today

Army officials, here, will confer today with city officials to conclude the lease which will permit the federal government to transfer Governor's Island to municipal control for development as an airport.

General Fox Connor, commanding the First Corps Army area, in conference with Mayor Curley and Corporation Counsel Samuel Silverman, have come to an agreement in regard to the lease. Merely the verbiage remains to be changed in one or two places.

HERALD 7/1/31

TAMMANY CLUB FOR ROOSEVELT

No matter what Tammany Hall, New York, has to say about the respective candidacies of Al Smith and Gov. Franklin D. Roosevelt of New York for the Democratic nomination for President in 1932, Mayor Curley's Tammany Club, with headquarters at 376 Dudley street, Roxbury, is for Roosevelt.

A sign indorsing the Roosevelt candidacy will appear this week on the building and action to support Roosevelt will be taken at a meeting at the club tonight.

A move to back the Mayor's recent indorsement of the Roosevelt boom is seen in the plans of the club. Asst. Dist. Atty. Daniel Gillen is president of the club, of which John J. Curley, the Mayor's brother, is a prominent member.

RECORD

7/1/31



Impressive

exercises at dedication of new East Boston courthouse were attended by Mayor Curley yesterday. Standing at Judge's bench, l. to r., Congressman John J. Douglass, Judge Patrick J. Lane, Judges Joseph H. Barnes, Mayor Curley and Judge Charles J. Brown. Hundreds witnessed the dedication.

TRANSCRIPT 7/1/31

New Parade Route Has Mayor's O. K.

To avoid the complications arising from downtown parades, such as those attending the recent field day of the High School Cadets, during the mayor's absence abroad, a new parade route was outlined to Mr. Curley today by representatives of the Boston Retail Trade Board, and won his approval. The route will be submitted to the trustees of the Boston Elevated Company before its adoption.

Under this plan all parades would form in the vicinity of Roxbury Crossing, pass down Columbus avenue into Park square, turn into Boylston street and proceed to Arlington street, thence up Newbury street to the desired point for disbanding. A similar route was decided upon two years ago but never adhered to. The recent parade brought the matter into sharp dispute at City Hall, the street commissioners being unwilling to keep the school boys off their traditional route downtown.

Few organizations will take kindly to such a restriction of their public appearance and it is considered doubtful at City Hall if it will be possible to follow the plan. Instead of the traditional reviewing of parades by the governor and the mayor at the State House and at City Hall, a reviewing stand must be erected for each parade, probably at the Boylston and Charles street intersection.

HERALD 7/1/31 MAYOR SIGNS CONTRACT FOR CITY PRINT PLANT

\$247,385 Building to Be Part of Plaza Group

Contract for erection of the first municipally-owned building in the United States devoted exclusively to a municipal printing plant was signed yesterday by Mayor Curley. It calls for the construction by Archdeacon & Sullivan, for \$247,385, of a three-story brick building of colonial architecture, equipped with automatic sprinklers, and housing a heating plant, which will not only serve the printing department, but the proposed adjacent buildings to house the Hanover-street police division and the administration department of the East Boston tunnel.

Bids for City Work Never So Far Apart

City engineers do not recall the time when bids on street and building projects varied so widely as at present. Today, when the proposals for the resurfacing of West 6th and 7th streets, South Boston, with asphalt were opened, the lowest bid was \$28,146 and the highest, \$77,000. There were eleven bidders and only two or three were close to the winner of the contract, A. Singarella, who has been one of the most successful of city contractors.

TRAVELER 7/1/31

CURLEY TALKS ON PROHIBITION

Says Trip Abroad Convinces Him Dry Law Should Be Changed

The necessity of modification of the Volstead act is admitted by every honest American who journeys through Europe, according to Mayor James M. Curley, who in a short speech over WNAC today gave some impressions of his tour abroad.

In his opening remarks he said that many Americans consider themselves as superior beings and regard Italians and French as inferiors, "but," he said, "a trip through Rome of a visit to the Louvre dispels the illusion and gives us a true approximate of our status from the standpoint of art and intellect."

Referring to prohibition, the mayor said:

"The necessity for modification of the Volstead act is admitted by every honest American who journeys through Europe. The system in operation in certain countries, notably in Ireland, represents a high order of intelligence in dealing with a problem that unless speedily checked may result in the transfer of law enforcement to the law violating agencies.

"Liquor is as plentiful as the air in Europe, but the system of taxation is such that only the wealthy can afford to purchase a sufficient quantity to produce intoxication. In Ireland the tax on liquor is rapidly making the nation temperate. The younger generation, if they ever developed a taste for alcohol, have lost it and the elders, finding the price prohibitive, no longer desire it.

"The revenue from the sale of liquor goes directly to the government rather than the bootlegger and the racketeer as in America, so that a two-fold purpose is being served—the youth of the land no longer seeks alcoholic adventure and the government is enriched while promoting the cause of temperance."

WOULD EXPAND CITY HOSPITAL

Trustees to Consider Offer for the Homeopathic Buildings

The value to the City Hospital of the adjacent buildings of the Homeopathic Hospital on East Concord street, which will be abandoned when the new Memorial Hospital is erected in Allston, will be determined next week by the trustees of the City Hospital and committees representing the surgical and medical staffs.

Representatives of the Memorial Hospital Association today discussed with Mayor Curley the sale of the Homeopathic Hospital plant, which the mayor is in favor of acquiring.

He will, however, accept the judgment of the active directors of the City Hospital about the measure of need of extending the hospital to embrace the Homeopathic plant.

The mayor believes that if a satisfactory price agreement can be reached, the opportunity will be presented to make the City Hospital available for the treatment of every kind of disease or illness.

It is certain that the opinion of the trustees and the surgical and medical staffs will be in agreement with his conviction that the south department can be converted into a hospital for the treatment of children suffering from contagious diseases and that the present Homeopathic buildings can be utilized for the treatment of the chronic sick now housed at Long Island Hospital.

Post 7/1/31
AIR MAIL NOW
FIVE YEARS OLD

Mayors Curley, Walker to Broadcast on Birthday

Mayor Curley of Boston and Mayor Walker of New York will converse together over the radio this afternoon if an elaborate hook-up of short and long wave stations devised by Colonial Air Transport works as planned for its birthday party today. Five years ago today the first air mail plane flew from Boston to New York, with Major Talbot Freeman of Colonial at the controls.

Mayor Curley in his office will broadcast over WNAC. The Colonial short wave station at the Boston airport will pick up his words and rebroadcast them via short waves to Newark, where its station there will send them by a special wire to Mayor Walker's office in City Hall.

Just prior to their conversation, both Mayors will talk by radio to Colonial Pilot Edward Weatherdon, who at 2:04 will be flying the North-bound passenger plane over Hartford.

PARADE ROUTE PLEA RENEWED

Chamber of Commerce Asks Mayor to Fix Definite Route

The retail board of the chamber of commerce today successfully renewed with Mayor Curley its appeal for the determination of a permanent parade route which will not interrupt the movement of traffic into and out of the city and will not adversely affect retail trade.

The mayor accepted a suggestion that a new route be agreed upon and, if the officials of the Boston Elevated do not interpose vigorous objections, the street commission will adopt the permanent regulation which will locate the start of parades at Roxbury Crossing. The route will be Columbus avenue, Park square, Boylston street, Arlington street and Newbury street to whatever distributing point is acceptable to the directors of each parade.

Such a route will compel both the Governor and mayor to leave the State House and City Hall to review parades and it has been proposed that a reviewing stand location be designated at Boylston and Charles streets.

TRANSCRIPT 7/1/31
Curley Still Jokes of Post Office Cow

No counter suggestion of a "bull" by Postmaster Brown has interfered with Mayor Curley's postoffice cow. The mayor did not receive permission to pasture the municipal animal on the site, but so far as he is concerned the cow has been grazing about the dirt and granite enclosure since the idea came into his mind. Today he suggested that the public give her final honor before the contractor starts work on the long-delayed building.

Mr. Curley was busy signing municipal bonds when in a matter-of-fact-way he announced to newspapermen that he had been informed by Frederick E. Dowling, secretary of the Boston Commercial, Industrial and Publicity Bureau, that the postoffice work would actually start on Saturday. When a reporter suggested that Saturday was a holiday, the mayor replied: "So it is, and no work can go on then. But all the better for the cow."

Then came the idea that the traditional parade of sailors and Marines from the Navy Yard, which forms on Boston Common after the flag raising and moves to the old State House and thence to Faneuil Hall, should be directed down Water street and past the postoffice site so that due honor could be paid the cow, the parade to stop while some sweet singer, to be announced later, renders the old Irish song: "A Pretty Maid Milking a Cow."

C H O B E

6/30/31

ANNOUNCES FOUR DAY SAILINGS

Curley Says the Bremen Leaves Here Sept 7
Tells Legionnaire "Civic Day"
Audience of Experiment

Asks Them "Get to Work"
and Repeal Prohibition

Mayor James M. Curley, speaking at the first "Civic Day" of Crosscup-Pishon Post, American Legion, in the Hotel Bradford yesterday announced that four-day sailings between Boston and Europe will be inaugurated on Labor Day, Sept 7. Questioned after the speech, the Mayor said the experiment will be made by one of the ships of the Hamburg-American Line.

Later, the Mayor said, another ship of the same line will attempt to make the four-day crossing from Europe to Boston.

"The sailing from Boston," said the Mayor last night at his home, "will be made, I understand, by the steamer Bremen, and the sailing from Europe by the steamer Europa.

"If the steamers are able to make the four-day trips, a regular four-days' service between Boston and Europe will be continued by the ships of the Hamburg-American Line.

"I am confident that the voyage can be made in four days, and so are the officials of the line.

"It gives me a great deal of pleasure and satisfaction to be able to make the announcement of the four-day passages. This old port of Boston is coming back. All we need is confidence in the future of Boston. We have got to stop whining about conditions and get right down to the job of improving them.

"We can make Boston the greatest port in the United States and we are going to do it."

The Mayor asked the Legion members to work to bring about a repeal of the prohibition amendment.

"Prohibition," said the Mayor, "is the most serious problem facing the American people. Every form of unprintable crime and violence reported, he declared, is directly traceable to prohibition.

"There is no difficulty," he said, "in getting liquor anywhere in the United States. The only difficulty is getting liquor that is fit to drink. Now that everyone's supply is getting low, I think it is time for us to get together and get to work."

At the Post affair besides the Mayor were Police Commissioner Hultman, Transit Commissioner Sullivan, and Thomas Mullen of the Industrial Development and Publicity Bureau.

Commissioner Hultman introduced first by Commander Paul Hines of the post, told something of the problems of his particular job.

"I am interested," he said, "in the

past, the present and the future. The past of my job I am burying. The present is so pure that I am alarmed, and my concern for the future is due to the fact that within the next five years many of the older officers of the department are to be retired, and because of the police strike which changed the character of the force so completely there are only young men from which to draw replacements."

They have discovered that the short sailing is attractive enough to book full passenger lists. Other steamship companies are considering meeting this competition by four-day crossings from foreign ports to Boston. The first of them has already decided to try it as an experiment, said the Mayor. American shippers also consider the short sailing attractive, particularly for uncrated automobiles and perishable goods.

Airport Development

The Mayor then discussed the development of the East Boston Airport. He announced that the Boston City Council was yesterday afternoon considering his proposal for \$1,000,000 more to be expended there in leveling Governor's Island and making an airport of 1000 acres.

Most of the organizations he termed reactionary, the Real Estate Board and the Good Government Association, were opposed to him on this development, he said, but he reminded his hearers that by opposing him in earlier years in similar forward-looking projects they had driven the Rayon industry from New England and driven the manufacturers of automobiles from this section.

The development of the airport he considered immediately advisable as looking toward the future of that industry, and he declared that already in a strategic position by airplane manufacturers who are shipping their products abroad.

Henry Ford was the first to see this advantage, he said, and he announced that for the past six months every trimotor Ford made in Detroit for export has been flown to Boston Airport under its own power, dismantled there, and then crated and shipped abroad.

He discussed his friend, Mayor Cermak of Chicago, and asserted that even though Cermak is honest, conscientious and capable as a public official, it is utterly impossible for him to stamp out the outlawry and crime in that city.

The repeal of the prohibition amendment, he said, would promptly reduce the cost of the Boston Police Department more than \$1,000,000, and it would reduce city hospital operation costs more than \$500,000. He compared police operating costs before and after prohibition and told what the loss of revenue in liquor taxes meant to the city. The unenforceable law, he said, is costing every citizen of Boston \$14 a year.

TRAVELER 6/30/31
MAYOR CURLEY SITS FOR PAINTER

Mayor Curley gave a first sitting today to Ernest DeNagy, Hungarian artist, formerly attached to the Austrian court, who is on a tour of this country painting portraits of prominent persons. The mayor will give a sitting Thursday.

TRAVELER 6/30/31

City to Spend Millions on E. Boston Mayor Says at Courthouse Opening



Prominent men who attended dedication of East Boston courthouse. Left to right, upper row: William P. Long, park commissioner; Congressman John J. Douglas; Associate Justice Patrick J. Lane, Chief Justice Joseph H. Barnes, Mayor Curley, Associate Justice Charles J. Brown. Left to right, lower row: John P. Englert, superintendent of public buildings; the Rev. William B. Whalen, James Coughlin, James E. Maguire, Councilman Timothy E. Donavan.

Figure Set at \$35,000,000; Many Officials Attend Dedication

Speaking at dedication ceremonies incidental to the opening of the new East Boston district court today, Mayor James M. Curley declared that he intended to spend over \$35,000,000 in that section of the city before leaving office.

His speech came as a climax to a ceremony attended by practically all political leaders of that district, during which the building, erected at a cost of \$355,000, was formally made available for use.

The dedication exercises were opened by the Rev. William B. Whalen of the Most Holy Redeemer Church, East Boston, who delivered the invocation. This was followed by speeches by Congressman John J. Douglas, City Councillor Timothy F. Donovan, James E. Maguire, representing the East Boston and Winthrop Bar Association, and Associate Justices Patrick J. Lane and Charles J. Brown.

CURLEY SIGNS TWO CONTRACTS

Dorchester School and City Printing Jobs Are Awarded

Two sizable contracts were signed today by Mayor Curley, one for a new 40-room intermediate school house in the Gilbert Stuart school district, in Dorchester Centre; the other for a three-story municipal printing plant at Richmond and North streets, on the new East Boston tunnel plaza.

The school contract was awarded to Joseph Rugo, whose bid of \$569,800 was the lowest of 10. It represents a cost of \$15,000 a room, showing a drop of 20 per cent.

The printing plant contract was awarded to Archdeacon & Sullivan, whose bid of \$247,385 was the lowest submitted. The building will be the first municipally-owned printing establishment in the country. In addition to complete equipment for the department, it will also house the heating plant for the new Hanover police station and the East Boston tunnel administration building. It will be located at the Richmond street end of the plaza. An automatic sprinkler system will be part of the equipment.

TRANSCRIPT

6/30/31

Rift Between Donahue and Coakley Seen

Differences Between Demo- cratic Leaders Result of Ely Appointments

By Richard D. Grant

Dissension has broken out among the leaders of the Democratic party in Massachusetts over several recent appointments by Governor Ely, particularly those of his assistant secretary, Morgan T. Ryan, as registrar of motor vehicles, and Dr. Owen L. Eagan, as chairman of the Fall River board of police. It is being freely predicted that the executive council will reject both of these selections when it meets on Wednesday, but whether this happens or not, there is little doubt that things are shaping up for a test of strength between Chairman Frank J. Donahue of the Democratic State Committee and Daniel H. Coakley, rivals for the viceroyship of the Ely administration.

It was common talk last Wednesday, when unsuccessful efforts were being made to interest several persons in the registry job that Donahue and Coakley had clashed the night before over the situation, when the appointment was being discussed at a conference attended by the governor and United States Senator David I. Walsh. According to this story, Donahue favored the appointment of John J. Maloney, a Boston attorney, while Coakley was insistent that Fred T. Dillon of the governor's secretarial staff be chosen. A further complication is said to have been the suggestion of Senator Walsh that Mr. Ely give the job to Captain Charles T. Beaupre of the State police. Mr. Coakley would seem to have won the argument, if there was one, as the post was first offered to Dillon, who declined to take it.

Coakley's Rising Influence

The reputed clash between Donahue and Coakley is interesting, not only because of the immediate cause, but in view of the feeling that some observers have that Mr. Donahue's star is in danger of being permanently dimmed as a power in Democratic councils. The rising influence of Coakley in the Ely entourage has its counterpart in the difficulty of Mr. Donahue's position as head of the Fall River board of finance. Sooner or later, it will become impossible for him to hold his place as head of the State Committee and the Fall River job too.

He cannot very well pull out of Fall River, where a beginning is just being made in the work of restoring the city's credit, without reflecting upon the choice of the administration in placing him there for a ten-year period. But unless he does, he will be wide open to the attacks of his enemies who would like to see someone else at the head of the Democratic organization in Massachusetts. The situation is not only unfortunate for Mr. Donehue, but it is likely to become hurtful to Governor Ely, whose success in the last State campaign was due in large part

to the genius of the State Committee chairman for organization and strategy. The advancement of Coakley to the key position in the Democratic organization promises to precipitate as bitter a political mixup as has ever taken place in Massachusetts or anywhere else. There appears to be little doubt that Mayor James M. Curley will run for governor in the Democratic primary and this means a renewal of the feud between the mayor and Coakley, which has been so materially aided by the invention of the radio.

Curley Wants Last Laugh

Mr. Curley, his friends say, will never rest until he has had the last laugh on his arch-enemy, whose sharp-tongued speeches over the air last year and during the 1929 mayoralty campaign, caused his honor to lose his temper several times. It has been said many times by those familiar with the Curley temperament that his vitriolic outbursts against the Ely candidacy last fall were directed not at the governor, for whom the mayor has no personal dislike, but really at the former Boston lawyer.

While Mr. Curley was still abroad on his recent tour there were rumors that his homecoming would be made the occasion of a huge reception, embellished by bands of music, red fire and aerial maneuvers, which would actually amount to the sendoff of his campaign for the governorship. The homecoming went through as predicted, except for the announcement of the Curley candidacy, which the politically wise say was "soft-peddled" at the last minute for fear of an anti-climax.

Curley supporters who believe the mayor could defeat Governor Ely in the primary, base their contention on the fact that the Democrats do not turn out for it, outside of Boston, with the same vigor as they do for the November election. The mayor's organization is a powerful one and would exert its full influence toward getting out every available vote. A good deal will of course depend on how things go for the governor next year, when he must hold down all expenses except absolute necessities. He was popular this year when he was spending money; 1932 may be another story.

Strong Opposition to Ryan

As to the Ryan appointment, it was said by persons in a position to know what was going on as long ago as last Friday, that there were four votes in the executive council against confirmation. Since that time several councilors have admitted that strong pressure has been brought to bear upon them to refuse it on the ground that the nominee lacks experience.

The choice of Dr. Eagan as police commissioner of Fall River was contested almost from the moment that he was named. There were three other principal candidates: James A. Fitzgerald, Octave O. Desmarais and Dr. Daniel P. Driscoll. Driscoll had the active support of Senator William S. Conroy. Desmarais was backed by Sheriff Edmond P. Talbot, the former mayor of the city, and Fitzgerald's chief support came from former Senator Walter E. McLane, who, although a Republican, seems to have considerable to say about what goes on in the matter of appointments.

Post 6/30/31

OUR PUBLIC RECREATIONS

It is generally understood that the city of Boston is well up in the matter of furnishing public recreation to its citizens. But just how well up, is set forth by the year book of the Natural Recreation Association.

As a matter of record Boston spends more money, per capita, for this healthful activity on the part of its people than any other large city in the United States. The amount is \$2.02 for every person in town, or \$1,580,465 in all. Agencies whose expenditures made up our total and their outlay were: Department of Extended Use, Public Schools \$75,000; Department of Physical Education, school committee \$141,650; Board of Park Commissioners \$1,340,251; Community Service, Inc., \$23,562. The Park Department reported \$660,750 for land, buildings and permanent equipment. This included \$159,850 for a new 18-hole golf course.

In the matter of equipment, Boston stands supreme—size being taken into account. We boast 152 playgrounds, 138 of which were conducted by the Department of Physical Education of the school committee, and 18 by the Board of Park Commissioners; 160 baseball diamonds, 8 tennis courts, 20 ice skating areas, and 9 bathing beaches, among other facilities. In its sports programme the Physical Education Department of the schools has 1280 baseball teams, and the Park Department 290; the schools, 34 football teams, and the parks, 32; the parks 84 basketball teams, the schools, 39 indoor track teams, 14 hockey teams, and 1500 squash teams.

This is a brave array of facilities for healthful and pleasure-giving fun, partly to be enjoyed by youngsters, partly by adults, and almost universally free to all. They constitute a health-insurance of the most valuable kind. They make a city pleasant to live in, adding the wise touch of improvement to its natural charm. In short, they help amazingly to make Boston what it is today; the most distinctive and delightful of all American towns.

HERALD 6/30/31

Council Passes \$1,250,000 Loan Order for Airport Extension

Vote of 16 to 6 Terminates Debate That Is Enlivened by Veiled Hints of Graft to Come

Sixteen city councilmen withheld a two-hour barrage of invective, denunciation and defiant and derisive challenges yesterday and then voted the final passage of the loan order of \$1,250,000 to finance the extension of the East Boston airport which Mayor Curley plans.

Five of the six irreconcilable opponents of the order, while ready to support any proposal to attain for the airport the class A1A rating of the department of commerce, which they said would cost \$600,000, sought, by attacks aimed principally at Mayor Curley, to shatter his control of the 15 votes necessary to achieve victory.

By adding Councilman Robert Gardner Wilson, Jr., of Dorchester to his supporters, Mayor Curley not only maintained control of the issue but commanded a spare vote to offset any defection from the ranks of his adherents.

Upon roll call the decisive vote was:

FOR PASSAGE—16

| | |
|-----------|---------|
| Bush | Hein |
| Cox | Lynch |
| Donovan | Mahoney |
| Engelert | McGrath |
| Fish | Murray |
| Gleason | Power |
| Gallagher | Ruby |
| Green | Wilson |

AGAINST—6

| | |
|--------|------------|
| Arnold | Fitzgerald |
| Curtis | Kelly |
| Dowd | Norton |

Proponents other than Councilmen Bush and Donovan remained silent throughout the long discussion. Bush argued that the importance of contributing to the national defence warranted Boston in making a large expenditure for an airport and Donovan confined his support to the benefits which would accrue to his district in East Boston.

LEGION CRITICIZED

During the debate the American Legion was sharply criticized for unwarranted interference in a political matter. The Suffolk county council of the legion, composed principally, according to Councilman John I. Fitzgerald, of city employees, was bluntly told that it would be fulfilling its responsibility to a far greater degree by forgetting the airport and seeking to bring about the re-employment of 400 veterans among 500 city workers whose employment was recently terminated.

State Commander Richard F. Paul of the legion, who had, without knowledge of the cost, urged the individual councilmen to vote for the loan order, receded from that position yesterday and asserted his interest in attaining a class A1A airport rating.

Councilman Dowd of Roxbury opened fire with the taunting of his colleagues whom he pictured as willing to "sell Boston Common" if such an order was submitted by the mayor.

He contrasted unsatisfactory condition of street, shortage of schoolhouse accommodations, the cutting of the welfare department "dole," and the attitude of the taxpayers, with what he described as the willingness of the council to spend money unnecessarily for airport development.

He charged that the Suffolk county council of the legion was compelled to intrude in a matter of no concern to the organization and his final fling was that it is a foregone conclusion that a certain contractor will get the contract to do this work.

Councilman Donovan resented the charge that he and his colleagues had been "whipped into line." In reply Councilman Kelly charged that the airport development means nothing to the taxpayers and will not favorably affect the unemployment situation.

Councilman Norton asserted that the ultimate cost of the "visionary scheme" is uncertain and he caused noticeable interest by his declaration that serious trouble has been encountered in negotiations for the lease of Governor's island. He alleged that Mayor Curley has been keeping secret the true situation, which he described as a demand by the war department that the lease must contain a provision specifying the return of the island to the department in "time of need" and that the secretary of war must be the sole judge of interpretation of "need."

Norton continued that the federal government is attempting to insist that the city shall build hangars and dirigible masts on the island and that the ultimate expense will be anywhere between \$2,000,000 and \$10,000,000.

He produced the letter of Comdr. Paul in which the legion leader admitted that he was ignorant of the probable cost of the projected development and that he was interested only in an A1A airport.

In discussing Park Commissioner Long's prediction that the airport will cover from 450 to 500 acres, Norton argued that the German national airport at Templehof is of 370 acres, Le Bourget in France of 247 acres, Croydon in England of 400 and that the municipal airport in San Francisco, which he said has the heaviest traffic in the nation, is only of 160 acres.

Rentals last year from the airport were but \$7000, Norton added, in comparison with maintenance costs of \$50,000.

Councilman Wilson defended his change of attitude. He explained that he resented two weeks ago the decision to cut off debate and that his negative vote was based entirely on his unwillingness to be a party to such a parliamentary move. He read telegraphic appeals from Senator Hiram Bingham

Byrd asking for the appropriation of \$1,250,000 and announced that Porter H. Adams, former head of the National Aeronautics Association, now a patient in a hospital, had appealed for such action.

"High pressure salesmanship" was the description given by Councilman Curtis to the campaign to obtain passage of the loan order. He voiced objection to favoring any undertaking commanding the taxpayers to pay for "the dumping of money into Boston harbor."

He reiterated his charge that there is no serious plan to link the present airport and Governor's island and added that war department officials are "trying to bring pressure to have the taxpayers of Boston hold the bag."

"We're in for something but we don't know what we're in for," he continued as he ridiculed the plan of leveling Governors island for an auxiliary field joined to the present airport by a narrow roadway. He predicted that the eventual cost will run into millions and he forecast political reprisals in council elections this year.

Councilman Fitzgerald charged that the entire project is based upon a scheme to help the owners of marsh land adjoining the airport. He challenged his colleagues to ignore the appeals of the mayor and to vote upon the merits of the proposition. A vague warning followed that the district attorney of Suffolk county will observe the proceedings and will watch the fall of money into the pockets of men who are in some sort of a conspiracy.

Post 6/30/31

CITY HALL NOTES

Supervision of the construction of two proposed downtown police stations at a total cost of \$700,000 was transferred from Police Commissioner Eugene C. Hultman to Public Buildings Superintendent John P. Englert by action of the City Council yesterday.

Following an appeal by Councillor Timothy F. Donovan, the City Council late yesterday adopted the legislative act, authorizing the city to construct a \$1,000,000 strandway along the East Boston waterfront from World War Memorial park to the Winthrop line.

Seeking preference for Boston residents in the use of the new \$40,000 L street bathhouse facilities, Councillor William G. Lynch of South Boston yesterday secured the passage of an order, calling for a conference with the Park Commission to amend the existing rules.

Protesting that traffic congestion at Edward Everett square, Dorchester, was intolerable, Councillor William G. Lynch of South Boston yesterday secured passage by the City Council of an order, requesting the Board of Street Commissioners to estimate the cost of an underpass to carry Columbia road traffic through without interruption.

To provide Ward 17, Dorchester, with its first municipal playground, the City Council yesterday voted approval of a loan order of \$30,000 to start work on a site at Dunbar avenue near the new Dorchester High School.

POST

6/30/31

Complete Plans for Celebration of Fourth



MAYOR GETS GINGERBREAD MAN

Leading performers in pageant to be given on Boston Common the Fourth of July presenting Mayor Curley with facsimile of gingerbread man to be used in fairy tale drama. Miss Anne W. Sullivan of Malden is at left, and Miss Dorothy L. Goddard of Newton Highlands at right.

Boston will celebrate the 155th anniversary of Independence Day with a programme of pageants, parades, fireworks, band concerts and patriotic meetings, announced last night by Mayor Curley for Saturday, July 4.

Final plans for the day were completed yesterday by the Mayor following a conference with Director of Public Celebrations Edmund L. Dolan, together with his assistant, John F. Travers and Judge Frank Leveroni, chairman of the citizens' committee.

During the conference children of the Community Service, who will appear in the pageant on the Common, presented the Mayor with a gingerbread man, baked by the cooks of the Women's

Educational and Industrial Union.

According to the arrangements the Mayor will open the celebration with a flag raising at City Hall, followed by a representative military and civic parade through the downtown streets, starting at 9:15 o'clock Saturday morning.

From the balcony of the Old State House, where first the Declaration of Independence was read publicly in 1776, the Mayor's son, Paul G. Curley, will read it again at 10 a. m.

Senator David L. Walsh has accepted the Mayor's invitation to deliver the Independence Day oration at the patriotic exercises to be held at Faneuil Hall, starting at 11 o'clock.

"Hansel and Gretel" has been selected by the Community Service as the pageant for this year, to be given on the slopes of the Frog pond on the Common, starting at 3 o'clock.

Under the direction of the City Council, district celebrations will be held in each of the 22 wards of the city where complete programmes of

AMERICAN 6/30/31

CURLEY WRITES AIRPORT PLANS

By JAMES M. CURLEY
Mayor of Boston

The favorable action on an appropriation of \$1,250,000 for completion of the airport marks an important step in this most interesting undertaking.

The Boston Airport was created by an act of the Legislature in 1922 and for a period of six years reclamation work was conducted by the State, and yet such little progress was made that upon the arrival of the world fliers in 1924 it was necessary for the city to install water, sewerage and sanitary facilities.

In 1927 control of the airport was transferred to the city.

Recently invitation was extended to the Ford Motor Company to consider the airport as a point for shipment to Europe and South America of tri-motored planes. During five months every tri-motored plane sold in Europe or upon the Atlantic side of the United States has been flown under its own power from Detroit to the East Boston Airport, there taken apart and crated for shipment.

There is no means of determining the growth of this business in the future but it gives promise of reasonable return.

Some of the better known fields such as Croyden, Mitchel and Boiling Fields, are located many miles from the center of a large city. Boston is constructing a \$16,000,000 tunnel to East Boston and it is my purpose that Porter st., being the thoroughfare connecting directly from the tunnel to the airport, be made into a boulevard 100 feet wide. Completion of these two projects will make the Boston Airport the most accessible of any flying field in the world, less than three minutes, via the tunnel and Porter st., from business center of Boston.

Mayor Lets \$800,000 Building Contracts

Mayor Curley awarded contracts totaling more than \$800,000 for municipal construction. Joseph Rugo, low bidder, was granted the contract for building the Gilbert Stuart school in Center st., Back Bay. Rugo's bid was \$569,800 which, the mayor pointed out, set a new mark in economical school construction.

The low bidder in a field of 10 firms for the first municipal printing plant in the world is the firm of Archdeacon, Washington, D. C., which bid \$247,350. The

RECORD

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TRANSCRIPT 6/30/31

"Hansel" and "Gretel" Bake Mayor a Cake

Bidding Keen on City Contracts



Ann Sullivan, "Hansel," left, and "Gretel," Dorothy Goddard, leading actresses in the Boston Community Service pageant to be given Saturday on Boston Common, called yesterday at City Hall on Mayor James M. Curley to present his honor with a gingerbread cake they baked especially for him.

TRAVELER

6/30/31

An Airport at Last

BOSTON is to have a real airport. The improvement plan supported by the Boston Traveler was adopted yesterday in the city council by a vote of sixteen to six.

Mayor Curley last evening assured the Traveler that the lease on Governor's island undoubtedly would be finally secured within thirty days and that within another thirty days work would start. Boston labor will be favored.

The mayor added that it is not a fact that the city intends merely to connect the island with the airport by a roadway but that a wide fill will be made to be used as part of the airport surface.

The city council is to be congratulated on its foresight. The automobile industry was lost to New England because of lack of thought for the future. The city council has done its bit towards attracting aviation to Boston.

Fifteen contractors sought opportunity to erect the municipal printing plant, the first of its kind, the contract of which was awarded today to Archdeacon & Sullivan of Boston for \$247,385. The building will occupy a plot at the rear of the North End entrance to the East Boston traffic tunnel. It will be of Colonial type, three stories in height and of cast stone and brick.

Another large contract was today signed by the mayor, that for a new intermediate school of forty rooms in the Gilbert Stuart district, Center Dorchester. Joseph Rugo, the lowest bidder, will receive \$563,000 and extra for accoustics. The contract revealed that the city is saving \$5000 a room on school buildings, compared with the figure of a year ago. The average cost has been \$20,500 per room.

GLOBE 6/30/31

DEDICATION IN EAST BOSTON

Mayor Curley Speaks at Courthouse Exercises

Five thousand Noddle Islanders flocked to Paris and Meridian sts in that section at 12:30 this afternoon for the hour's dedicatory exercises in the new municipal \$350,000 combination Courthouse and police station, but only 300 could gain admittance to the court chamber where the exercises proceeded.

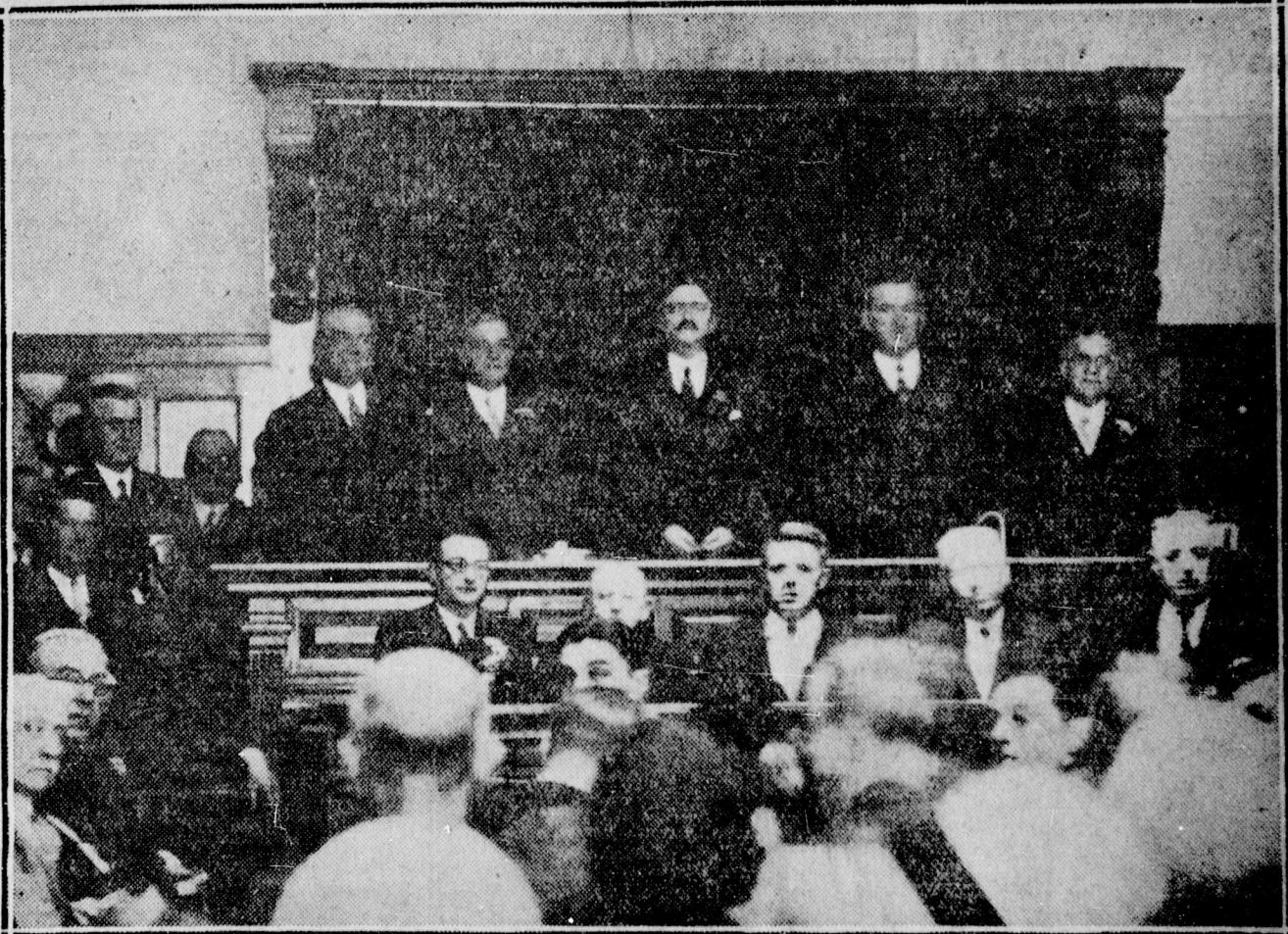
Representatives of State and city joined the local justices and their assistants in the housewarming. Public Buildings Supt J. P. Englert, who presided, first presented Rev. William B. Whalen, pastor of the Church of the Holy Redeemer, who made the invocation.

Other speakers, in order, were Councilor T. F. Donovan, Congressman J. J. Douglass, Institutions Commissioner J. E. Maguire, also representing the East Boston and Winthrop Bar Associations, and Judge J. H. Barnes and Special Justices C. J. Brown and P. J. Lane and Mayor Curley.

Those who preceded him warmly praised Mr. Curley for his help in securing this much-needed improvement.

The Mayor moved the throng to applause by promises that, before he quits City Hall this term, he will have provided for East Boston's welfare and growth a \$16,000,000 vehicular tunnel, \$1,250,000 Airport enlargement, and the widening of Porter st, to cost \$600,000, and he referred as well to the State enterprise for a \$2,000,000 boulevard, after the tunnel is finished, and a \$1,000,000 Strandway for East Boston.

Dedicate New East Boston Court House



(Transcript Photo by Frank E. Colby)

Mayor and Congressman "On Bench" With District Justices. (Left to Right)—Congressman John J. Douglass, Special Justice Patrick J. Lane, Judge Joseph H. Barnes, Mayor Curley and Special Justice Charles J. Brown

MAYOR CURLEY, speaking at the dedication exercises of the new \$355,000 East Boston court house, this noon, announced that, before his retirement from his present office, East Boston will have received during his term, appropriations aggregating about \$35,000,000 for commercial and industrial improvements. He further asserted the value of every foot of land on the island should at least treble in the next five years.

The mayor, as the principal guest, was the last of several speakers, which included Judge Joseph H. Barnes, presiding Justice, and Special Justices Charles J.

Brown and Patrick J. Lane, to address about three hundred city officials, attorneys and invited guests in the first session courtroom of the new structure.

John P. Englert, superintendent of buildings, introduced the speakers. After the invocation by Rev. William B. Whalen, Timothy Donovan, city councilor of East Boston, declared his pleasure of his completed "pet project," which was made possible only by the assistance of Mayor Curley and the city council. As a senior member of the bar of that section, Congressman John J. Douglass expressed his appreciation and satisfaction of the new quarters. James E. McGuire, institutions commissioner and president of the East Boston and Winthrop Bar Association, said that the modern equipment will meet the approval of fellow members of the bar. Justice Lane expressed appreciation for the residents of East Boston to the city executive for the latter's sympathetic interest in their needs.

Justice Brown averred that the new, commodious quarters, which are not to be compared with the old building, make for efficient service to the 80,000 persons served in that judicial district. He also, praised the mayor for his co-operation. The keys were presented to Judge

Barnes, who predicted that the court house "will be a monument to Mayor Curley's interest in East Boston citizens."

Emphasizing the increased necessity for upholding the law and law enforcement since the coming of prohibition, Mayor Curley said that dedications of buildings of this kind are associated with a tinge of sadness. He recited a program of developments which have been undertaken in East Boston since he took office.

On the first floor of the new building are the quarters of Frederick L. O'Brien, probation officer for wayward and delinquent children; a juvenile courtroom and apartments of the East Boston and Winthrop Bar Association. The upper part is devoted to two courtrooms, library, quarters for Judge Barnes and the two special justices, and rooms of the clerk of court, probation officer and court officers, consultation rooms for attorneys and their clients and a woman's rest room. The building, on the junction of Meridian and Paris streets,

Post

6/30/31

COUNCIL OPPOSES DOLE CUT

Dowd Attacks Mayor and Overseers of Welfare

The Boston City Council went on record yesterday as opposed to any reduction in relief to the poor and unemployed after Councillor John F. Dowd of Roxbury vigorously protested that cuts of 18 to 19 per cent were being carried out to avert a deficit of \$1,209,000 at the end of the year.

ATTACKS MAYOR

In the course of a bitter attack upon Mayor Curley and the overseers of public welfare, the Roxbury florist insisted that the city could save enough money for the poor by "cutting out expenses for flowers, bands and loving cups, as well as official dinners at \$3 and \$4 a plate."

Rather than subject the poor to "starvation aid," Councillor Dowd demanded, not a five-cent piece should be spent on the repair of public buildings and every single department in the city should be required to stop unnecessary expenditures.

"The Mayor's reduction order," he said, "is the most contemptible, inhuman and cold-blooded official act in the history of any Mayor of the city. It is worse than former Mayor Nichols' order to cut the dole two weeks before Christmas, when Chairman Simon E. Hecht and four of five other overseers resigned in protest.

All Applicants Affected

"A man in an official position at the welfare department informs me that this order will affect every applicant for aid on the city's list, even including the mother's aid cases. Only today a widow with two children told me that she had been cut to only \$10 a week for clothing, food, fuel, light and rent," charged Councillor Dowd.

For a family of three children, he said that Cambridge allowed \$16.75, Somerville gave \$16, and Medford doled out \$20. Boston had appropriated \$6,432,708 for public welfare, he said, but the overseers were spending it at the rate of \$7,641,000 for the year, heading towards a deficit of \$1,209,000.

Charging the welfare officials with wasteful and inefficient methods, Councillor Dowd declared "if the Mayor had not stopped our investigation of the welfare department, we would have seen the worst scandal in the political history of the city."

Charges Substantiated

"Our charges have been substantiated by the Mayor's own friend, Frank Goodwin of the Finance Commission, who believes that the unpaid overseers should be removed from office," said the Roxbury Councillor.

"These are the overseers who are giving \$62,000 worth of city business to a coal company that has been convicted in the courts," he said, adding, "on the coal bill alone, the overseers could save \$7500 for the poor."

Councillor Dowd also secured passage by the Council of an order requesting the overseers to open registration booths in the various residential sections of the city so that people over 70 years would not have to travel to the Hawkins street headquarters to apply for aid under the old age assistance act, which becomes effective tomorrow.

the roll call he found but two members to stand with him in opposition, Councillors Seth F. Arnold of the Back Bay, John F. Dowd of Roxbury, John I. Fitzgerald of the West End, Francis E. Kelly of Dorchester, and Clement A. Norton of Hyde Park.

Rebuking the majority, Councillor Dowd protested that the Council formed a solid phalanx behind the Mayor and would "pass an order to sell the Common or burn the cathedral if Mr. Curley should ask it." He charged that the Suffolk County Council, American Legion, was composed mostly of city employees and that the Mayor forced them to adopt a resolution demanding the passage of the airport loan order.

Councillor Norton declared that State Commander Richard F. Paul of the Legion recognized his error in urging the Council to vote the entire amount and later agreed that \$600,000 was sufficient to provide Boston with an A-1-A airport.

Says \$43,000 Lost

He protested that last year the city received only \$7000 in rentals at the airport, but was forced to spend \$50,000 for maintenance costs. The proposed expansion to 450 acres, he said, was unnecessary, as the national airports of Great Britain, France and Germany were much smaller.

Replying, Councillor Donovan insisted that Boston was to lead the world in the air and not follow behind as it had in the past when offered the automobile manufacturing, the rayon and the radio business of the country.

Boston would have the greatest airport in the world with an expenditure of only \$600,000, Councillor Curtis came back, protesting that it was "a shame to pour millions into the harbor." He contended that the reduction of Governor's Island would eventually cost \$2,000,000 or more.

Wilson Switches

Councillor Robert Gardiner Wilson, Jr., in turning to favor the order, explained that he had voted against it two weeks ago because the Council had shut off debate. Although the development had been approved by President Hoover, Congress and the Legislature, he said he favored the large appropriation particularly because it allowed the city to build not merely the bare requirements, but to plan the airport of the future.

CALL ON FOLEY

The vote for approval was 16 to 6 with all members present at the bitterest session of the year. But even in defeat the opposition called upon the district attorney's office to watch the expenditure of every dollar of the loan.

Armed with endorsements from American Legion groups, patriotic organizations and such air luminaries as Rear-Admiral Byrd and Senator Bingham of Connecticut, Councillor Timothy F. Donovan of East Boston led his colleagues to victory in the fight for a \$1,250,000 development in his home sector.

He withstood the drive of Councillor Laurence Curtis, 2d, of the Back Bay, who protested that the administration had utilized the methods of "high-pressure salesmanship in bombarding the Council with telegrams, letters and resolutions."

Warns Lease Not Signed

The Back Bay representative in a last appeal warned that the government had not yet signed the lease turning Governor's Island over to the city for development as an airport, but on

VOTE BIG LOAN FOR AIRPORT

Mayor's Forces Over- ride Very Bitter Opposition

Brushing aside the opposition of a belligerent minority, the City Council climaxed a debate that lasted more than two hours late yesterday by adopting Mayor Curley's request for a loan order of \$1,250,000 for the immediate expansion of the East Boston airport.

In a bitter fling at the airport project, Councillor Fitzgerald of the West End contended that "a powerful real estate lobby had got the airport bill through the Legislature," after they had obtained control of the nearby land. "It would be well for the District Attorney to watch this expenditure and watch the group that will benefit by it," he said.

Under plans outlined by the Mayor, the city will expand the present airport by filling in the adjoining mud flats and then level Governor's Island for development into a dirigible mooring station and flying field connected with the main airport.

Post

6/30/31

SANDY BURR OUTING FOR REALTY MEN

Curley Cheered for
Talk on Electrification
of Railroads

After having made the best golf score of the day at the annual outing of the Massachusetts Real Estate Exchange, yesterday, at the Sandy Burr Golf Club, in Wayland, Mayor Curley of Boston, still wearing the clothes in which he went the 18 holes in 86, declared that he favors the electrification of every railroad in America. He was loudly applauded by all present.

NEED BEAUTIFYING

Boston's chief executive, introduced by Toastmaster John J. Martin, said that the electric railways in Italy are beautified by flowers and shrubbery. He stated that he feels the entrances to American cities by railroads should be beautified, all of which he feels would increase real estate values tremendously. He also said the legislatures of various States should enact laws to replace slum districts with "modern, sanitary homes."

Looking backward, Mayor Curley said the Puritans and the Pilgrims came to this country in his opinion not so much for religious reasons, as because of the depressed business conditions that prevailed abroad at that time.

Others who addressed the banqueters last night included John T. Burns of the reception committee; Edward L. Hopkins, who awarded the prizes for the various athletic events of the day; Walter F. Freeman, in charge of the dinner arrangements, and Clement Hernandez, general chairman of the outing executive committee.

Mayor Curley, who was accompanied by his son, Leo, arrived early in the afternoon and commenced playing golf almost at once. Park Commissioner William P. Long was another guest of prominence present during the day.

The golf was in charge of Frank T. Evans, while the bridge and whist was headed by Mrs. Alice I. Goland, with prizes under the direction of David B. Church. John T. Scully, executive secretary of the exchange, was everywhere present in the general direction of the festivities.

During the afternoon there were such exciting contests as a baseball game, a nail-driving competition, mixed shoe race and other events. Dancing in the ballroom of the clubhouse followed the dinner.

FASTESt OF SHIPS FOR HUB

Bremen and Europa
Start Line Here
Labor Day

FOUR-DAY SAILINGS, MAYOR ANNOUNCES

Tells Legionnaires to
Work for Dry
Law Repeal

Four-day sailings by ships of the Hamburg-American line will be made between Boston and Europe starting Labor Day, Sept. 7. The Bremen will make the first sailing and the Europa the second.

This announcement was made yesterday by Mayor Curley during a speech at the "Civic Day" of Crosscup-Pishon Post, American Legion, in the Hotel Bradford.

PORT "COMING BACK"

Following his address, the Mayor amplified his remarks by saying that "if the steamers are able to make the four-day trips, a regular four-days' service will be established between Boston and Europe."

RECORD 6/30/31 \$1,250,000 Airport Loan Is Passed

Mayor Curley won a complete victory in his battle for an A-1-A airport for Boston when the city council passed his order for \$1,250,000 loan for improvement of the present field, by vote of 16 to 6 yesterday. The loan may be negotiated after July 3.

Voting in opposition were Dr. Seth Arnold, Laurence Curtiss, 2d, John J. Dowd, John L. Fitzgerald, Francis Kelly and Clement Norton. Each attacked the mayor in the debate or on house and

"I am confident," the Mayor continued, "that the voyage can be made in four days and so are the officials of the line. It gives me a great deal of satisfaction to be able to make the announcement of the four-day passages. This old port of Boston is coming back. All we need is confidence in the future of Boston. We have got to stop whining about conditions and get right down to the job of improving them."

"We can make Boston the greatest port in the United States," the Mayor concluded, "and we are going to do it."

Scores Prohibition

Mayor Curley, in the course of his speech, asked the Legionnaires present to make every effort to bring about the repeal of prohibition, characterizing it as "the most serious problem facing the American people."

"There is no difficulty," he said, "in getting liquor anywhere in the United States. The only difficulty is getting liquor that is fit to drink. Now that everyone's supply is getting low, I think it is time for us to get together and get to work."

At the Post affair besides the Mayor were Police Commissioner Hultman, Transit Commissioner Sullivan, and Thomas Mullen of the Industrial Development and Publicity Bureau.

The Mayor told how he compared notes a few years ago with a fellow traveler in Palm Beach concerning current prices of Scotch and rye and discovering that it could be gotten for \$40 a case, \$15 less than he had previously been led to believe.

How He Got It

"How do you get it?" the Mayor quoted himself as asking his fellow traveler.

"Oh," came the answer, "Call the chief of police on the telephone and he will have it delivered in the patrol wagon. If you can't get the chief just give your order to any traffic cop."

"I don't suppose we have reached that high degree of efficiency in Boston," said the Mayor, "but with this new college of the commissioner's you can't tell how efficient the department may become."

Postoffice Hole

The Mayor then devoted attention to the Postoffice square site for the Boston postoffice. He observed that in the days before he "got the goat of the Postmaster-General" he had been interested in the project now in charge of Transit Commissioner Sullivan. He told how the building of the Governor-square tunnel was authorized a year after the new postoffice was authorized by the government, and he compared the speed with which both jobs have been tackled.

He pointed out that the only workers at present employed in the hole in Postoffice square were members of the Water Department of the city of Boston, engaged in laying water pipe, and he told how the Governor-square tunnel was begun in January, 1930, immediately after authorization.

Today, he said, there are 1200 men working three shifts of eight hours a day on the tunnel, and he emphasized the point that every last man of the 1200 were war veterans. This, he observed, has done much to lighten the burden of unemployment in Boston.

Globe

6/30/31

CURLEY SAYS AIRPORT FUND IMPORTANT STEP

Development of 1000 Acres Will Give Boston One of Best Landing Places for Airships

Sixteen Councilors yesterday passed the order calling for \$1,250,000 for airport improvements favored by Mayor Curley. Six members fought and five talked against the measure without success.

Today Mayor Curley gave out the following statement containing his views on the airport and the passage of the appropriation order:

"The favorable action upon the question of an appropriation of \$1,250,000 for the completion of the East Boston Airport marks an important step in the development of this most interesting undertaking.

"The Boston Airport was created by an act of the Legislature in 1922 and for a period of six years reclamation work was conducted by the State, and yet such little progress was made that upon the arrival of the world flyers in 1924 it was necessary for the city of Boston to install water, sewerage and sanitary facilities, since no appropriation had been made by the Commonwealth for this most necessary purpose.

"In 1927 the city of Boston made a lease to the Commonwealth, under which the control and operation and development of the airport was transferred to the city of Boston to be conducted under the direction of the Boston Park Commission.

"Appropriations were sought for the development of the airport, and invitations were extended to leading manufacturers and operators to establish hangars there. More recently invitation was extended the Ford Motor Company of Detroit to consider the facilities and the availability of the East Boston Airport as a point for the shipment to Europe and South America of tri-motored planes.

"It is gratifying to know that during the past five months every tri-motored plane sold in Europe or upon the Atlantic side of the United States has been flown under its own power from Detroit to the East Boston Airport, there taken apart and crated for foreign shipment.

Most Accessible

"There is no means of determining the growth of this business in the future, but it gives promise of reasonable return.

"The project for the razing of Governors Island and the reclamation of the territory lying directly between Governors Island and the East Boston Airport is the project that has just received favorable consideration from the Boston City Council.

"The transfer of Governors Island and its development as a part of the Boston Airport will give to Boston an airport comprising 1000 acres, or more than 44,000,000 square feet of land and extending for a distance of 2½ miles into the ocean.

"One of the most important features in connection with aviation is the location of an airport, and one of the most important questions in connection

therewith is as to its accessibility. Some of the better known fields, such as Croxden Field, Mitchel Field and Elling Field, are located many miles from the center of a large city and suffer greatly due to their inaccessibility.

"The city of Boston at the present time is constructing a tunnel to East Boston, at an expense of \$16,000,000, and it is my purpose that Porter st, being the thoroughfare connecting directly from the portals of the tunnel to the airport, be made into a boulevard 100 feet in width.

The completion of these two projects will make the Boston Airport the most accessible of any airport in the entire world; namely, less than three minutes via the tunnel and Porter st, from the center of the financial and business district of Boston.

To Protect New England

"At the hearing held before the Committee on Military Affairs in Washington on the question of the transfer of Governors Island to the city of Boston the chairman of the Committee on Military Affairs directed attention to the fact that the immediate development of the Boston Airport was essential to the protection of the cities of New England since, in his opinion, in the event of an air attack by an enemy Nation, every New England city of importance could be destroyed before the planes could arrive from Mitchel Field.

"The same objections have been raised to the expenditure of an additional million and a quarter for the development of the Boston Airport that have been raised in connection with every project in the last quarter of a century in the life of Boston.

"If those objections, when raised in the case of the establishment of the automobile industry at Boston, had been overcome we would today be the leading city in the manufacture of automobiles in the world.

"If those objections had been overcome in the case of the rayon industry, Massachusetts would be the leading State in the Union for the manufacture of this particular commodity.

"If the same objections had been overcome in the case of the manufacture of radio instruments, cabinets, etc., we would be the center of the manufacture of this commodity today.

For Superairships

"There is no means by which one may determine the future of navigation of the air, but this much at least is certain, a conservative company, supplied with the ablest brains that money can purchase, such as the Standard Oil Company of New York, does not invest its millions in air devices until after a thorough investigation has been made as to their merit.

"The Standard Oil Company of New York, with its immense

backing the autogyro and it is predicted, by persons who are considered competent to judge, that the autogyro in 10 years may be as common in the air as Ford cars now are upon the city streets.

"Dr. Eckener from time to time in the past has pointed out the possibility of a super-blimp, capable of carrying 300 passengers and flying 15,000 feet above the water with safety, which would require one mile of spillway in which to land at the end of its journey of 25 hours from Europe to the United States.

"The completion of the East Boston Airport will give to America one airport at which this super-blimp can land, since there will be a 2½-mile water spillway alongside of the airport.

"Army maneuvers on the largest possible scale can be carried out at the airport and in the event that the progress is as rapid in the navigation of the air as it was in automobiles, air investment will be deemed a wise one by the cynics and scoffers of today."

PRINTING PLANT CONTRACT LET

Award on Dorchester School Building Today

Contracts for the erection of a municipal printing plant and an intermediate school building in Dorchester, amounting to \$823,385, were signed this morning by Mayor Curley. The printing plant, the first of its kind, will be erected on a plot of land 12,000 square feet in area, at the rear of the proposed Boston entrance of the East Boston traffic tunnel. It will cost \$247,385, and the contract was awarded to Archdeacon & Sullivan of Boston.

The building, colonial in type, of three stories, will be constructed of cast stone and brick. There were 15 bidders, and competition was keen. John Bowen Company was second lowest bidder, \$258,800.

Joseph Rugo was lowest bidder for an intermediate school building of 40 rooms in the Gilbert Stuart district, center Dorchester. His bid was \$563,000, and extra for acoustics will bring it to \$569,800. Mayor Curley declared today that the city, as compared to prices paid for similar work prior to 1930, was saving \$5000 a room. In the past the average cost per room was \$20,500.

HERALD

6/30/31

BATHHOUSE RULES WILL BE DISCUSSED

Council Approves Conference Of City Officials

The need of revising regulations at the L street bathhouse, in order that Boston residents may enjoy preferential privileges, will be discussed at a conference of Mayor Curley, Park Commissioner Long and Councilmen William G. Lynch and Michael J. Mahoney of South Boston.

The council approved such a conference yesterday after Lynch had suggested that Boston residents generally and the people of South Boston in particular should not be placed on a parity with non-residents.

Councilman Lynch believes that a fee should be charged non-residents for use of the privileges of the new bathhouse, but because of the obstacles he foresees to satisfactory enforcement of such a regulation, he is hopeful that some plan can be devised which will give preferential privileges to residents.

The street commission was ordered to estimate the cost of a traffic underpass at Massachusetts avenue and Columbia road to relieve the constant congestion in Edward Everett square.

Approval of the legislative act authorizing the expenditure of \$1,000,000 for a strandway in East Boston was given after Councilman Curtis had indicated that he would oppose a loan order for such a project.

To provide bleachers at the new Dunbar avenue playground, Dorchester, a loan order of \$30,000 received a first reading.

Prior loan orders allocating \$350,000 for each of two proposed police stations in the South and West ends were rescinded by request of Mayor Curley because of the error in delegating the police commissioner as the supervisor of the construction of the buildings. Corporation Counsel Silverman ruled that statutory authority is vested in the superintendent of buildings. The mayor agreed to reintroduce the orders in proper form.

COUNCIL FIGHTS WELFARE CUTS

Adopts Resolution Against Re- trenchment on Mothers' Aid

The city council yesterday adopted a resolution of opposition to the reductions of payments by the public welfare department to recipients of relief and mothers aid which Councilman John F. Dowd of Roxbury declared represent a decrease of 18 per cent, from the existing schedules.

Dowd quoted an unnamed official of the welfare department as authority for the statement that reductions in payments under the mothers aid statutory law had been ordered as a result of the demand of Mayor Curley for a substantial decrease in the expenditures of the department.

The Roxbury councilman blamed the mayor for conditions and cited his refusal to meet with the council in

an investigation of the welfare department as evidence of his attitude.

If money must be saved, Dowd suggested that the dinners to distinguish guests, band concerts, purchase of flowers and loving cups and the repairing of municipal buildings which are not in need of repair could be foregone.

In answer to a question by Councilman Hein, he indicated his willingness to divert the share of the July 4 appropriation allocated to ward 8 to aiding families in distress rather than spending it for ice cream for the children.

BOSTON'S PROGRAM FOR JULY FOURTH

Oration, Sports, Concerts, Fireworks Planned

Boston will observe the 155th anniversary of the adoption of the Declaration of Independence, by perpetuating the custom of reading the memorable document from the balcony of the old State House, by patriotic exercises in Faneuil hall with Senator David L. Walsh as orator, and by individual programs in the 22 wards under the direction of the representative of each ward in the city council.

No change has been made in the program of past years. The early morning event at 9:15 will be the raising of the national flag at City Hall by Mayor Curley and of the municipal flag by President McGrath of the city council.

Both officials will participate in a parade to the Common where the mayor will again officiate at a flag raising. The parade will be short but representative of active and veteran military and naval organizations and will be led by Charles J. Corkery, aide to the national commander, United Spanish War Veterans.

From the Common the parade will march to the old State House where Paul G. Curley, son of the mayor, will read the declaration. Thence the procession will proceed to Faneuil hall where the mayor will preside at formal exercises.

Other day-time events which have been scheduled include an athletic meet on the Common at 10 in the morning, swimming races for boys and girls as well as adults in the Charles river at Chestnut street at 2 o'clock, a pageant "Hansel and Gretel" at the Frog pond on the Common at 3 and displays of fireworks and band concerts in the evening at the Common, Jamaica pond, Franklin field and Columbus park.

AMERICAN 6/30/31

MAYOR SEES A LAND BOOM

The prediction that East Boston land will treble in value in the next five years, featured the dedication \$355,000 East Boston courthouse and police station.

The mayor's prediction was based on his statement that he plans to spend \$35,000,000 on East Boston projects, coupled with the construction of the proposed East Boston tunnel.

Mayor Curley occupied the bench with Judges Patrick J. Lane, Joseph H. Barnes and Charles J. Brown of the East Boston district court, and was the subject of eulogies by all speakers.

These included the three jurists, Congressman John J. Douglass of East Boston, City Councillors Timothy H. Donovan, John P. Englert, Superintendent of public buildings, and James E. Maguire, city institutions commissioner and president of the East Boston and Winthrop Bar Association. Rev. William B. Whelan, of the Church of the Most Holy Redeemer, offered the opening prayer.

The mayor, who was the last and principal speaker, said in part:

"I wish I could spend a little more on public buildings of this sort. In America we build to destroy. In Europe they build for permanency. We have done little to overcome the ills of greed that makes necessary the building of institutions like this."

East Boston Court Dedicated by Curley

The new \$300,000 courthouse in East Boston was dedicated by Mayor Curley today in the presence of a throng of city officials and prominent residents.

The mayor delivered the principal address, other speakers being City Councilman Timothy H. Donovan, John P. Englert, superintendent of public buildings, and James E. Maguire, city institutions commissioner and president of the Winthrop Bar Association.

Post

6/30/31

A P. O. Site Suggestion

To the Editor of the Post:

Sir—I am sure that Boston could add to its many attractions if the suggestion to turn the postoffice lot into a municipal farm was adopted. With the municipal cow, Mayor Curley's bull and Postmaster-General Brown's goat, which we seem to have, we could make a fine start. A few lambs from nearby State street would be right at home.

J. F. DONLON

Globe

6/30/31

CITY'S PROGRAM FOR JULY 4 ANNOUNCED

Flag-Raising, Parade, Sports and Concerts Arranged

Arrangements are announced for the annual city of Boston observance of Independence Day next Saturday, the 148th such program to be arranged in behalf of the people of Boston to commemorate the anniversary of the Declaration of Independence and to perpetuate the first public reading of that document to the citizens of the then "Town of Boston," an event which took place from the balcony of the Old State House in 1776, and to be repeated in the same spot as a feature of the holiday observance this year.

The program prepared by the Director of Public Celebrations, Edward L. Dolan, assisted by John F. Travers of his department, and the Citizens' Independence Day Committee, of which Frank Leveroni is chairman, has been approved by Mayor Curley.

The first official event of historical character will be the raising of the National and City flags at City Hall at 9:15 Saturday morning. The Mayor is scheduled to hoist the Stars and Stripes in person, and the president of City Council, Joseph McGrath, is to raise the municipal flag at the same time while the band plays and the assembled organizations that will later parade will form the picturesque background in front of City Hall on School and Province sts.

The Line of March

The parade is to be representative rather than with any endeavor to arrange a large event. There will be representatives with their colors of various patriotic, military and historical organizations, including the war veteran groups, and a battalion of the United States Navy will lead them in the parade, which will proceed from City Hall immediately after the flag raising there under Marshal Charles J. Corkery, aide to the national commander, United States Spanish War Veterans.

On Boston Common at 9:30 the National flag will be raised, also by the Mayor, with formal ceremonies.

The parading escort to the officials and the committee will then proceed by way of Boylston st, Temple pl, Washington st, Water st, Congress st and State st to the Old State House, where at 10 o'clock will occur the historic annual ceremony repeating the reading of the Declaration of Independence while the assembled organizations and the general public form the audience in the street below, as did the people of Boston in 1776. The reader of the document will be Paul G. Curley, son of the Mayor.

Athletics, Fireworks

From the Old State House the parading escort will march to Faneuil Hall, where at 11 o'clock the annual oration exercises will occur with the Mayor presiding, an orchestra singing of America and the Star Spangled Banner, invocation by Rev Francis L. Phelan, B. T. L., and benediction by a clergymen designated by the

sheriff. The orator of the occasion will be the Hon David I. Walsh, United States Senator from Massachusetts.

While the above formal and historic ceremonies are going on there will be local district programs with patriotic exercises, and games and sports for children in the various wards of the city as arranged by members of the City Council. In some instances these programs will be continued in the afternoon and evening; in several parts of the city there will be band concerts. A night display of fireworks will take place in several sections of the city, including Columbus Park, Franklin Field, Boston Common and Jamaica Pond.

The annual municipal athletic meet will start on Boston Common at 10 o'clock with a list of events for men and women. In the afternoon at 2 o'clock the customary swimming races also with events for men and women will take place at Charles River Basin at the foot of Chestnut st.

Pageant by Children

A central afternoon event will be a pageant given by children and young people on Boston Common at the Frog Pond, beginning at 3 o'clock. This will be a production of the German fairy tale, "Hansel and Gretel."

Boston Common will have other events during the evening, including band music, sunset ceremonies of lowering the flag, and a display of fireworks on the athletic field at 9:30.

Included in the local program in some sections of the city will be the noisier opening of the day at midnight, following the custom long established.

The personnel of the Independence Day committee, composed of members of the Citizens' Public Celebrations Association, is as follows: Frank Leveroni, chairman; John B. Archibald, Henry J. Brennan, William H. Cuddy, John A. Farley, Henry J. Lazarus, Arthur J. Lewis, John H. Noonan, Joseph A. F. O'Neill, James H. Phelan, Henry A. Sasserno, Henry J. D. Small, Frederick J. Soule; ex-officio members, John A. Scanga, president; Louis Watson, vice president, and E. B. Mero, secretary of the association.

AMERICAN 6/30/31

MAYOR SITTING FOR PORTRAIT

An oil portrait of Mayor James M. Curley, by the hand of Ernest deNagay, Hungarian artist, will soon adorn the wall of the chief executive's private office.

Announcement that he was being painted came from the mayor today just before he divorced himself from his official duties to spend a half hour at his first sitting.

It is understood the artist who has already painted portraits of many of the European royalty will complete his preliminary work on Thursday.

According to Mayor Curley the artist came to Boston at the request of Alexander Brin, to make the portrait.

WOULD PLACE DUCK IN POSTOFFICE HOLE

Ezra McSlugg Thinks Idea Would Help Cut Taxes

"There now," said Ezra McSlugg of Roaring road, Wellesley, as he read in the Globe an announcement from Washington, "it may be a cow or it may be a bull, but why, in Heaven's name, wouldn't that be a good place for Mr Pulinsky's duck, Lena?"

"You mean," asked his singing mouse, "that they want to put a cow or a bull where the Postoffice will be in 1942?"

"Exactly," replied Ezra, as he shelled another peanut, "Boston suggested another peanut, 'Boston suggested cow and them Washington fellers say 'bull,' a bull pen so to speak."

McSlugg and his singing mouse had just returned from the banks of the Charles River in South Natick, where they watched Mr Pulinsky in his row-boat chasing his wanderlust duck, Lena, who left her home and has ducked all captors.

"It does seem a pity," resumed Ezra, "that them Washington fellers wouldn't have a little more consideration for ordinary citizens, like Mr Pulinsky. That spot where the Postoffice will stand in 1942 would make an ideal pond for Pulinsky's ducking duck. It would be the cat's ankle."

"Did you say CAT?" asked the singing mouse.

"Do not be alarmed, no one will harm you while my name is McSlugg."

"What makes me quiver," continued Ezra, "is that here is a perfectly good duck pond going to waste while law-abiding citizens have to chase their ducks in row boats along the Charles River. And what is more it's right under the very nose of the weather man."

"What's the weather man got to do with it?" peeped the singing mouse.

"A whole lot; he's been telling everyone about fair weather that's turned out to be good weather for ducks. Folks wouldn't complain so much if they could see for themselves how much Lena appreciates it."

"Too, the city might build a grandstand around the duck pond and charge admission. It would cut down taxes."

"A grandstand for what?" asked the singing mouse.

"You see, lots of folks crossing the street are being hit by automobiles. If they could see Lena they would know how to duck."

"What would we name the place?" asked the singing mouse.

"Several might be suggested," replied McSlugg, "but since it's Pulinsky's duck, why not call it 'Pulinsky's Duck Pond?'"

"Fine," peeped the singing mouse. "That's a better name than 'Washington Bull Pen.'"

TRANSCRIPT 6/29/31

Fairy Tale Folk Call on Mayor



(Transcript Photo by Warren Colby)
Executive Receives Pastry Gingerbread Man Cooked by Members of the Women's Educational and Industrial Union to Illustrate a Feature of the July 4 Pageant, "Hansel and Gretel," to Be Given on Boston Common. (Left to Right)—Hansel, Miss Ann W. Sullivan of Malden, Mayor Curley, and Gretel, Miss Dorothy L. Goddard of Newton Highlands

Curley Expects Airport Victory

With administration ranks holding firmly in favor of the \$1,250,000 airport development order, the City Council met this afternoon in expectation that the fifteen necessary votes would be forthcoming today, despite the activity, since the previous meeting, of Laurence Curtis, 2d, of the Back Bay, leader of the opposition.

Before the council meeting Mr. Curtis had a talk with the mayor on the project and was told that he and his friends who are attempting to block it would be sorry if they succeeded, inasmuch as similar shortsightedness caused the loss to the city of the rayon, automobile and radio industries.

Mayor Curley, who expects victory for his loan order, objects to Mr. Curtis's designation of the levelling of Governor's Island as "a half-baked scheme." On the contrary, the mayor says, the plans are complete and adequate for the giving to Boston of one of the best flying fields in the world. Mr. Curtis says the work cannot be done short of \$2,000,000, while the city officials declare that the appropriation will be sufficient.

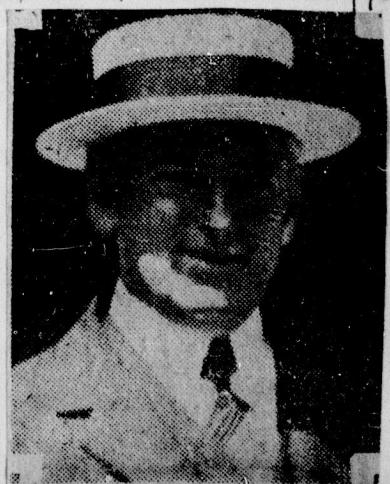
Writing to Richard F. Paul, State commander of the American Legion, who had appealed for the loan order, Councillor Curtis said:

"This Governor's Island development has sometimes been linked up with a proposed huge development of the waterfront of that part of Boston. Let's not get involved in any such scheme until we know what it is and where we're going.

"I hope you will see that I am not opposed to the development right away of an adequate A-1-A airport, but am opposed to getting involved without sufficient consideration in a costly, half-baked scheme to level off Governor's Island for use as an auxiliary flying field."

Already the Council has given the \$1,250,000 airport loan order its first reading. At least fifteen of the twenty-two City Councillors must approve it before the loan can be issued and the money spent on the improvements. On the first reading the vote was 15 to 6.

AMERICAN 6/29/31



Mayor Curley, like good politicians, wears his hat in the summer, too.

Airport

BOSTON, in part by its lack of foresight, permitted the automobile industry to go west.

Are we permitting the story to be repeated in the aviation industry?

The Legislature authorized Boston to spend \$1,250,000 on the making of an airport in Boston by enlarging the flying field at East Boston. We glibly call the field at East Boston an airport. It is not an airport. It is a flying field, with transport planes, army craft, commercial planes and student and private fliers using the same area.

We had a lot of hullabaloo about getting Governors Island from the United States government. Now that we have it, persons would have us not appropriate sufficient money to best use it. They point out that there is not enough flying business to warrant the expenditure. Of course there is not enough now, just as there was not enough automobile business here years ago for us to do something about attracting the automobile industry here.

We had several hundred planes here a few weeks ago. Where did the most of them park overnight? At Springfield, where there was a field big enough to hold them.

We have the permission to spend the money. We have the opportunity. Shall we grasp it or shall we wait until it will cost us \$10,000,000 or more to do the work, perhaps too late to attract aviation dollars here?

The city council should vote favorably on the plan.

TRANSCRIPT 6/29/31

**Porter Adams Is
at Phillips House
Expects to Leave Wednesday
for His Summer Home at
Thetford, Vermont**

Porter Adams, chairman of the national executive committee of the National Aeronautic Association, is at the Phillips House of the Massachusetts General Hospital undergoing a series of examinations. He expects to leave Wednesday for his summer home at Thetford, Vt., where he will be during the next two months, with the exception of several days in Washington next month during the National Aeronautic Association convention and possibly at Cleveland during the national air races.

Among visitors at the Phillips House to see Mr. Adams was Mrs. Lorraine Defren Frankel, president of the Boston chapter of the National Aeronautic Association, who discussed plans for the chapter with "Pat." As Porter Adams did more to establish the Boston Airport than any other single person, he is keenly interested in the proposed development planned by Mayor Curley with the million and a quarter loan, which comes up for passage by the Boston City Council. Porter, who is still chairman of the Boston Municipal Air Board, did a great deal toward securing Governor's Island for the city.

DR. KENDALL TO BE HONOR GUEST

**Dean of Boston Sportsmen
To Be Feted by Clubs
On 77th Birthday**

Dr. Walter G. Kendall, dean of Boston sportsmen and prominent in the world of horticulture and dogs, who will attain his 77th birthday Wednesday, will be the guest of honor at a banquet tendered him by the members of the various societies of which he is a member and his host of friends in the world of athletics.

HATHAWAY IS CHAIRMAN

The genial Doc has steadfastly put aside all attempts in previous years to mark his splendid career in the athletic sphere, but this year, under the leadership of the Boston Bicycle Club, of which he has been captain for 47 successive years, the insistent demand forced the Doc to capitulate and all have joined to make this birthday one he long will remember.

J. S. Hathaway, treasurer of the famed old Bicycle club was named chairman of the general committee which has met weekly for the past month to perfect the details of the affair. On the committee with him are Albert E. Schaaf, president of the Boston Bicycle club; Irving F. Marshall, president of the B. A. A.; Albert G.

EAST BOSTON COURT OPENED

**Curley to Speak at the
Dedicatory Exercises
Tomorrow**

The new East Boston courthouse, built on the site where the old building stood at Paris and Meridian streets, was opened today, and formal dedication exercises will be held at noon tomorrow.

The new structure cost \$300,000. It has many added facilities. There are private offices for the clerk of court, adult and juvenile probation officers, and three consultation rooms for attorneys. There are three court rooms.

More than 500 invitations have been sent out by Mayor Curley to representatives, senators and congressmen of the district and to social and civic organizations. The East Boston and Winthrop Bar Association, through its presidents, James E. Maguire and Samuel L. Segal, have arranged a special program for that group.

Invocation will be read by the Rev. William B. Wyman of the Holy Redeemer Church. There will be addresses by Mayor Curley, John P. Englert, superintendent of public buildings; Edmund L. Dolan, director of public celebrations; Chief Justice Joseph L. Barnes and Associate Judges Patrick J. Lane and Charles J. Brown.

Following dedication exercises refreshments will be served.

Burrage, president of the Massachusetts Horticultural Society; Harlan P. Kellogg, president of the Horticultural club of Boston; Dr. William P. Gilpatrick, president of the Massachusetts Dental Society; William J. Fallon, president of the Wollaston Golf club; William P. Kenney, president of the N. E. A. A. U.; Ralph R. Clifford, president of the Boston Newspapermen's Golf association; Julius Mathews, president of the New England Senior Golfers' association; A. R. Keltie, secretary of the Dental Golf association; Thomas Hunter, Jr., of the Boston Terrier club and Rupert Kobza of the French Bull Dog club.

Invitations were spread far and wide and acceptances have already been received from Gov. Ely, Mayor Curley, Mayor McGrath of Quincy and Chester I. Campbell, representing the Governor's council.

The doctor will be the recipient of substantial gifts indicating the esteem in which he is held in the many and varied lines of activity in which he is a leader.

To those who have not received an announcement of the dinner, the committee would have them communicate with J. S. Hathaway, treasurer, 202 Boylston street, or telephone Massimo.

GOODWIN INVOLVES MAYOR IN 'POLITICAL DEAL' OVER SCHOOLS

FIN COM URGES COMMITTEE BE RAISED TO NINE

Mrs. Pigeon and Dr. Lyons
Accused of Blocking
The Majority

REPORT SUSTAINS SPECIAL SURVEY

Abolition of the Board of
Superintendents Is
Recommended

Enlargement of the school committee from five to nine members was recommended by the finance commission to Mayor Curley yesterday, as the effective method of correcting and preventing "reprehensible political deals," permitting a minority of two members to control the decisions of the committee on major departmental problems.

Within the category of "reprehensible political deals," Chairman Frank A. Goodwin, in response to a request for interpretation of its significance, involved Mayor Curley as a participant in a pending effort to subordinate a justifiable appropriation for new schoolhouse construction to the necessity of averting a tax rate increase.

The implied reference to the mayor in the commission's denunciation of "reprehensible political deals" and the specific reference of Chairman Goodwin to the attitude of School Committeemen Joseph J. Hurley and W. Arthur Reilly on the subject of the appropriation for new construction, marked the first critical thrust of the commission at the mayor since he assumed office in January, 1930.

Others named by Chairman Goodwin as participants in a "reprehensible deal" were Mrs. Elizabeth M. Pigeon and Dr. Joseph V. Lyons, who were accused of

to make unwillingly a political agreement, last year, to give preference, in the construction of new high school buildings, to the proposed \$1,300,000 Girls' high school, which the commission believes to be unwarranted.

The voluminous report forwarded to the mayor, upholds, with only a single exception, the recommendations of the special survey board which made a partial study of school administration and housing conditions, last year. On the report of the board, the commission proposes these changes.

CHANGES PROPOSED

1—Enlargement of the school committee from five to nine members and provisions that six affirmative votes must be required on all appropriation orders.

2—Establishment of the platoon system in all schools, thereby insuring a reduction of at least one-third in the number of class rooms and the constant full utilization of all rooms.

3—Abolition of the department of school buildings and the delegation of authority over the building and maintenance of schoolhouses to the school committee.

4—Reorganization of school departments, concentration of unlimited authority over educational matters in the superintendent, abolition of the board of superintendents, reduction of unnecessary and indefensible overhead costs, and establishment of the proper proportion of supervisors to teachers.

5—Revision of appropriating practices, making necessary a segregated budget, fundamentally based upon the estimates of the principals of schools.

6—Assignment of assistant superintendents to supervision in all schools of particular departments which they are especially qualified to direct.

7—Reduction in vocational costs regarded as vital to the elimination of waste and extravagance.

8—Scientific survey of building needs of the entire city.

9—Rescinding of vote which excludes non-residents of Boston from appointments to teaching force.

SCHOOLHOUSE CUSTODIANS.

The commission refused to subscribe to the report of its survey board that schoolhouse custodians should be under the control of the business manager of the department and espouses the specific belief that until the care of school buildings is vested in an official technical training and experience qualified properly to pass on applications for appointment as custodians, no change should be made in the matter of control.

In the main the commission report is a repetition of the detailed report of the survey board, which school committee and schoolhouse commission

runaway attacked.

A departure, however, is a direct attack on the members of the school committee for seeking election to a public office which they charge, after election, they cannot properly fill because of the stress of private business. The commission says:

We believe that the taxpayers of the city of Boston are entitled to such time and attention from the members of the elected school committee as is required for the proper expenditure of \$20,000,000 yearly for the maintenance of our school system.

The reason given by some of the members of the school committee for the condition of affairs is that they are unpaid members who cannot afford to give much time, because of the necessity they are under to earn a living. We believe, however, they cannot shirk the responsibility they have voluntarily taken upon themselves.

We believe much of their time is now given to petty matters not properly the duties of members of the school committee and that their attention is thereby diverted from the larger policies of administration which should alone occupy their attention.

Moreover, the delay in making appropriations and the making of reprehensible political deals for the purpose of getting appropriations passed emphasize the dangerous power now held by any two members to block appropriations unless their demands are met.

We believe that such concentration of power is not in the public interest and that the school committee should be enlarged to nine members, with a two-thirds vote required on all appropriation orders. Under such conditions six votes would be required to pass the appropriations and four to defeat them. We believe that such increase in size would effect substantial improvement over existing conditions.

GOODWIN EXPLAINS

During an elaboration by Chairman Goodwin of the intent of the commission in the outstanding and salient features of the report, he was asked to interpret what was meant by reference to "reprehensible political deals."

"Well," said the chairman, "there have been two of them recently and one is pending. Last year Mrs. Pigeon and Dr. Lyons forced the majority of the committee to make what is called a gentleman's agreement that no new high school would be built until the new girls' high in which Mrs. Pigeon and Dr. Lyons are particularly interested was authorized. They actually forced the majority of the committee to make the agreement. Now two members, Mr. Hurley and Mr. Reilly, are insisting that an appropriation for new construction which is absolutely necessary shall not be made because the mayor is anxious to keep the

H E R S F L D

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should have a veto power over the school committee?" was asked of Goodwin.

"Absolutely, as far as appropriations are concerned," he replied. "The mayor has a veto power now but it does not amount to anything but by lining up two members of the committee the mayor can exercise complete control over the committee. If the committee should be enlarged it would be twice as difficult for a mayor to line up four members as it is now to obtain the support of but two."

In emphasizing the wisdom of abolishing the department of school buildings the commission leans not only upon the report of its own survey board but upon the findings of survey boards in 1916 and 1918 and upon the general practice in large American cities.

THE SUPERINTENDENTS

Taking up the question of diffused responsibility, the commission hits at the assistant superintendents and stresses the lack of responsibility of the superintendent to the school committee. The report says:

We have a superintendent who receives a salary of \$12,000 and six assistant superintendents who receive \$7000 each. These six assistant superintendents, as such, are directly under the control of the superintendent and responsible to him.

Through legislative act these six assistants and the superintendent make up a board of superintendents and this board, as such, by action of the school committee, has become superior to the superintendent and has authority to initiate or recommend to the school committee any policy independent of the superintendent.

This board of superintendents with the addition of the business manager becomes the board of apportionment. As such, it passes on the budget and upon additional accommodations, both permanent and temporary, including land, buildings and furnishings.

From the testimony taken by our committee, it is apparent that it is physically impossible for the six assistant superintendents to perform their duties as supervisors because of the many additional duties placed upon them by the school committee as members of the board of superintendents and the board of apportionment. They are sometimes placed in the disagreeable position of having to take issue as members of these boards with the superintendent who is their superior when they are acting in their capacity of assistant superintendents.

There is no other city in the country where such a system prevails. This form of organization makes it impossible to fix responsibility and we agree that the board of superintendents as established by statute, should be abolished.

Boston, the commission finds, is the only large city where school funds are appropriated without a segregated budget. Despite the claim of Business Manager Sullivan that the masters of schools can not "intelligently prepare their budgets" the commission disagrees and believes that the fundamental basis of a segregated budget should be supplied by the masters.

Restudy of the method of payment to janitors is strongly advised because of discrepancies in payments for similar amounts of work and stress is placed upon the belief that the entire teaching force in each building should be under the control of the master or principal.

The commission finds that its survey board was justified in attacking the cost of administration which is out of proportion to the cost of education and on the fact that 30 per cent. of the present salary list goes to persons "who are doing something other than or in addition to teaching." It is advised that assistant superintendents be assigned to the entire city instead of to geographical sections and that there should be an immediate reorganization which "should include a reduction in the number of departments and should point the work of the department toward consistent supervision, intended to improve the quality of teaching rather than the direction which now seems to be the aim."

The practice of permitting teachers to hold more than one position and collect more than one salary is condemned and demand is made for abolition.

Military drill is approved in the high schools but the commission holds "that it does not belong properly among the activities of the ninth grade pupils."

BUILDING PROGRAM

Failure to carry out the building program necessary to provide adequate intermediate schools is vigorously assailed and the commission sets forth that no building program for a period of three or five years should be adopted until a complete survey of the city has been made and it has been definitely determined how many new elementary schools must be erected to replace old buildings as well as how many additional high schools are necessary.

With specific reference to the insistence of the school committee in building a new girls' high school, the commission maintains that an expenditure of \$1,300,000 for this project will delay urgently needed high schools in Dorchester and West Roxbury as well as a badly needed addition to the Latin school.

Vocational training costs have resulted in an orgy of needless spending, according to the commission, which expects no improvement until the school committee definitely agrees on a specific program.

On the question of the platoon system, which refers entirely to utilization of class rooms, and not to any division of pupils into two distinct groups, the commission suggests that "a platoon school is an elementary school with an enriched curriculum and is so organized that the pupils are divided into equal sections, called platoons, which alternate between home rooms and special facilities so as to use both to a maximum all the time."

In detail the plan means that when pupils report for sessions they will not all enter "home rooms." Those whose class requirements demand that they receive instruction in special rooms at the opening hours of sessions will report there directly. The plan does not do away with home rooms but by a program of constant utilization of all home and class rooms makes possible a reduction of one-third in the number of rooms, which, according to the finance commission, means a saving of millions of dollars in future years.

The commission reiterated its denial of any intent to urge the abandonment of either the English High or Girls High schools, but pays specific attention to the fact that the academic curriculum is the same in all high schools and that any distinction between other schools and English High and Girls' High has been obliterated.

MAYOR DENIES CONTROL

Says He Has Nothing and Wants Nothing to Do with Board Members
"It's news to me that I control two

members of the school committee, and it is news that I shall take advantage of."

Thus Mayor Curley last night replied to the charge of Frank A. Goodwin, chairman of the finance commission, that he controls two members of the committee and is using them to block the appropriation of money for the construction of new schools.

Mayor Curley said:

I have nothing to do with the school department. A law transferring control of school construction to a special commission was adopted by the Legislature. Since that time only such acts as the school committee sees fit to make, and the school construction board sees fit to adopt are seen by me.

I believe they have sent down nearly 1000 contracts for approval and I have signed all but three, and in the cases of the three I didn't think the contractors were financially responsible and the school construction board later agreed with me.

So far as controlling the members of the school committee, I don't control them. I have nothing to do with them and I don't want anything to do with them. They have their job and I have mine.

In so far as Mr. Goodwin's talk about me, I can think of no way to prevent him. He has a reputation for talking out in the open, and he is living up to it. No, there is no rift in our "harmonious relations." He has a perfect right to express his opinion as he sees fit, and I have a right to express mine. Every one is entitled to his opinion.

If the chairman of the finance commission believes that I control any members of the school committee, he is very much in error. I have no control and I have never attempted to dictate to them on matters of action or policy, and I don't propose to do so.

TRYING TO LIMIT EXPENSES

So far I have been trying to limit expenses, and I intend to do this in every case. The school committee has a savings account of \$450,000 and millions of dollars which were unexpended last year. If the department of school buildings has saved the money they claim to have saved then I see no reason why the 68 cents statutory levy for school construction should be levied this year. I intend to sit down with them before they appropriate this money.

My business is to keep the tax rate down. There will be no increase in valuations and there may be a slight drop. All the building in the last year has been charitable, religious, educational or public, and there is no revenue there. We have to contend with the normal increase in the cost of government and abnormal increases in soldiers' relief, public welfare, hospitalization and correctional institutions. It is absolutely necessary that we practice economy this year. And if every department in the city is practising economy I see no reason why the school department, which spends \$20,000,000 or about 30 per cent. of the city income, should not do the same.

RECORD

6/29/31

Abolition of Many Jobs Is Recommended

Drastic recommendations seeking to curb alleged waste and extravagance in the Boston school system, to define responsibility in the school committee and to simplify administrative methods, are contained in the report of the finance commission's investigation, which Chairman Frank A. Goodwin has submitted to Mayor Curley.

It was for the purposes of this special investigation that the city council appropriated an additional \$10,000 to the finance commission's annual budget, with the approval of the mayor.

The report recommends: Abolition of the independent board known as the Department of School Buildings.

Abolition of the board of superintendents, consisting of the superintendent and six assistant superintendents.

Immediate revision of existing appropriation practices and adoption of a segregated budget.

Placing teach staff and custodian under direct control of the master or principal of a school building.

FOR NON-RESIDENT TEACHERS
Reorganization of the entire

system and reduction in the number of departments.

Rescinding of the school committee's vote excluding non-residents from appointment as teachers in Boston schools.

Confining military drill to high school classes.

Scientific survey of the school needs of the city and a study of the so-called platoon system.

"The first question considered by our investigating committee was the constitution of the school system and its divided control," the report states. "We believe the remedy suggested by our committee of abolishing the independent board known as the Department of School Buildings and placing all school activities under the school committee is the proper one."

The report draws attention to the fact that a superintendent on a salary of \$12,000 a year, and six assistant superintendents who receive \$7000 each, make up the board of superintendents which has legislative authority to initiate or recommend to the school committee any policy independent of the superintendent.

FIX RESPONSIBILITY

"There is no other city in the country where such a system prevails," states the report. "This form of organization makes it impossible to fix responsibility and we agree that the board of superintendents should be abolished."

With reference to the making of appropriations the commission holds that there should be an immediate revision of appropriating practices.

"We believe this is the only large city in the country where school funds are appropriated

without a segregated budget. In these modern days there can be no argument against a segregated budget.

"Another custom criticized by our committee with which we are in agreement permits teachers to hold more than one position and receive more than one salary. We believe administrative expenses can be further reduced by curtailment and reorganization of staffs and courses.

NEGLIGENT IN BUILDING.

"The commission recognizes the value of military drill, but does not believe it belongs among activities of ninth-grade pupils. Military drill should be confined to the three classes now known as high school classes.

"The school authorities of Boston have been very negligent in carrying out the building program necessary to complete the 6-3-3 plan of organization. No attempt has been made to obtain a complete survey to determine how many and where intermediate schools should be built.

"Hundreds of thousands of dollars have been wasted because of the failure of school committees to survey properly the needs of the city. We can expect no improvement until a scientific survey of the school needs of the city is made.

"Boston has a larger number of portables, old wooden buildings and obsolete brick buildings than any other city in the country, which must be replaced within the next few years. The school committee should study the platoon system in other large cities before any more building commitments are made."

GLOBE 6/29/31 CURLEY THINKS ORDER WILL PASS

Opponents Expect to Beat \$1,250,000 Airport Plan

The order for \$1,250,000 for the Boston airport, which passed its first reading in the City Council last Monday by a narrow margin after bitter debate, is due to come up at today's meeting. Opponents of the measure who failed to hold it up by a margin of one vote appear confident they will defeat the order, but Mayor Curley thinks otherwise.

Mayor Curley this morning expressed the opinion that there was little chance of the order failing to pass. Last week the order passed, 15 to 6, with Councilor Norton absent. Those who voted against it were Curtis, Arnold, Fitzgerald, Kelly, Dowd and Wilson.

The latter according to friends of the Mayor is expected to change today and register his vote for the order so that it will reach final passage.

The opposition forces this morning are said to have miscued a bit. They figured that Councilor Murray of Jamaica Plain, who was on his vacation in Northern Maine, and who voted for the order two weeks ago, would be absent. Peter, in excellent spirits, arrived at the hall at noon time, prepared to again vote for the airport.

Councilor Laurence Curtis of the Back Bay, one of the leaders against the \$1,250,000 order, called upon Mayor Curley in the latter's office at 1 o'clock this afternoon.

AMERICAN 6/29/31 Curley Neighborhood Upset by Grass Fire

A grass fire in Jamaica Way at the corner of Perkins st. caused excitement in the neighborhood of Mayor James M. Curley's home this morning. The flames were extinguished before they could spread to any houses. Edmund L. Dolan, city treasurer, also lives in this section on Jamaica Way.

Poultry raisers can learn something from Mayor Curley who has been known to accumulate 45 dozen eggs in one day from just a few birdies. Moreover, there is in the Curley stable only a mythical cow he wanted to pasture on the Federal building site and still he got 60 pounds of butter, in one day. Called upon to explain this remarkable production, Mayor Curley said he played golf with Fred L. Morgan, head of a big creamery company, and the Curley "birdies" won the butter and eggs on side bets.

Post

6/29/31

BOSTON SCHOOL SYSTEM FLAYED

Fin. Com. Says Reorganization Is Necessary--Blames Committee--Would Abolish Commission

Reorganization of the Boston school system from top to bottom was demanded by the Finance Commission last night at the conclusion of its investigation of the mounting of maintenance costs from \$7,000,000 in 1918 to \$20,000,000 a year at present.

Findings of "extravagance and waste" amounting to hundreds of thousands of dollars in the administration of the schools were made in the official report, which has been turned over by Chairman Frank A. Goodwin to Mayor Curley.

BLAMES SCHOOL BOARDS

Responsibility for the conditions found by the investigators in a searching survey covering the past 10 months was placed upon the shoulders of the school committees of recent years, according to the unanimous report signed by Chairman Goodwin, Judge Joseph A. Sheehan, Courtenay Guild and William T. Keough.

For this reason the first recommendation of the commission calls for increasing the membership of the school committee from five to nine, so that six votes would be necessary to adopt appropriations and four required to defeat them.

"The delay in making appropriations and the making of reprehensible political deals for the purpose of getting appropriations passed emphasize the dangerous power now held by any two members to block appropriations unless their demands are met," charged the Finance Commission, referring to a recent agreement of the members of the school committee to place the construction of a new girls' high school first on the building programme for this year.

Two-Platoon System

As a means of reducing the cost and increasing the efficiency of the school buildings, the Finance Commission urged that consideration be given to the two-platoon system now in use at Detroit, Cleveland and Pittsburgh.

This system provides for the full use of all school rooms throughout the school day, so that the buildings would be only a little more than half as large as the new structures being built there.

The Finance Commission urged that the school committee take a stand on the policy of vocational education, pointing out that it had grown here by

leaps and bounds, as was indicated by the installation of \$110,000 worth of machinery in a single high school.

Before any programme for school building construction is adopted, the Finance Commission insisted, the school committee should make a study of the city's needs to determine just what the various sections of the city's school population will require.

Failure to make such a study in the past, the Finance Commission charged, resulted in the wasting of hundreds of thousands of dollars in land sites, architects' plans and building programmes which were later abandoned.

Change in Departments

To place responsibility at the fountain-head, the Finance Commission urged the abolition of the board of superintendents and its power to overrule the superintendent when voting in the board. The six assistant superintendents would then be retained to serve as assistant superintendents, as originally intended.

For the same reason, the Finance Commission would abolish the new School Building Commission of three members and place the authority to construct and repair schools in the school committee itself.

Reaching into the internal organization of the school system in search of means to reduce costs, the Finance Commission demanded the immediate reorganization and the curtailment of the number of school departments, staffs and courses, "which," the report stated, "have been created from time to time and never as the result of any general design."

Military training was selected by the commission as one subject which should be dropped from the curriculum, except in the top three grades of high school. Vocational training would also be cut to the necessary requirements.

Claiming that the courses in the district high schools now duplicate the training at Engfish, Girls' and the other high schools, the commission recommends that admission to the downtown high schools be restricted.

Non-Resident Teachers

The best teachers from all sources should be obtained for the Boston schools, the Finance Commission insisted, demanding that the school committee rescind its recent vote which excluded non-residents. When appointed, however, teachers should be given but a single salary and one position, instead of being allowed compensation for day work then for night-school teaching besides.

While driving into the vitals of the

school system, the Finance Commission tempered in its official report the original findings made by its investigating committee, which comprised Dr. William D. Parkinson, former principal of the Fitchburg Normal School; former Representative Renton Whidden, Brookline realtor and builder, and Matthew Sullivan, Canton school architect.

And the official report of the Finance Commission was greeted with more reserve from the school authorities, who took bitterly to task the original report of the Parkinson survey committee.

Hurley to Study Report

Speaking for the school committee, Chairman Joseph J. Hurley last night stated: "In view of the fact that this is not Mr. Goodwin's report, but rather the unanimous report of the Finance Commission, I do not care at this time to make any statement until I have had ample opportunity to study the report itself in full."

Dr. Joseph V. Lyons of the school committee, however, took a sharp fling at Chairman Goodwin. "If the benefits of all of Goodwin's suggestions," he said, "were to be measured by the success which they met in his many appearances before the Legislature when all his bills for the reorganization of the school system were thrown out already this year, I think it about time they were ignored."

Confined to his home with an attack of laryngitis, Dr. Jeremiah E. Burke, superintendent of schools, reserved comment on the Finance Commission report, as did Francis C. Gray, William Arthur Reilly and Mrs. Elizabeth West Pigeon, the other members of the school committee.

HERALD 6/24/31

POST 6/29/31

CURTIS EXPLAINS GOVERNOR'S AIRPORT TANGLE ISLAND PLAN HALF BAKED

Councilman Gives Reasons For Fighting \$1,250,000 Loan Order

CONFIDENT SMALLER SUM SUFFICIENT

Councilman Laurence Curtis, 2nd, characterized the proposed linking of the airport and Governor's Island, as a "costly, half-baked scheme to level off Governor's Island for use as an auxiliary airport" in a reply yesterday to the appeal of State Commander Richard F. Paul of the American Legion for his support of the project.

The city council will vote today, for the second time, upon the \$1,250,000 loan order for the development of the airport, which Mayor Curley is extremely anxious to have the council accept.

Two weeks ago it received a first reading by the vote of 15 councilmen, the exact number necessary to the passage of a loan order. No defections from the ranks of the mayor's supporters have been reported but councilmen who voted favorably two weeks ago have heard of strong opposition to the order and admit fear of political reaction in forthcoming council elections.

Commander Paul appealed to Councilman Curtis, as a legionnaire, and argued that national defence demands the extension of the airport.

In refusing to change his position Curtis, in a letter to Paul, attacked the proposition but reasserted his willingness to favor the expenditure of sufficient money to attain a Class A1A rating for the airport.

REASONS FOR OBJECTING

In his refusal Curtis emphasized that the inclusion of Governor's island is not essential to attain a class A1A rating and that the filling in of land adjoining the airport will provide a field larger than that at Newark. He asserted that such an airport will be entirely adequate for present needs and that the Governor's island project can be deferred until further expansion is demanded.

"The scheme of using Governor's island as an auxiliary airport has never been explained in detail," continued Curtis. "We do not know what this contemplated development is or how much it will cost. Before Governor's island is all levelled off and properly surfaced for use as an airport, the cost will, in my opinion, be at least double the amount which it is now proposed to spend on the work."

Challenging the need of a mooring field for dirigibles, Curtis declared that Great Britain has abandoned dirigibles, that there are very few of them in the United States and that the practicability of mooring them outside of hangars has not been demonstrated.

"The tax-payers of Boston should not be asked to expend large amounts of money on any such proposition."

"If a mooring mast is needed let the federal government pay at least part of the expense."

that you and other comrades of the Legion will see that my only effort in this matter is to prevent the money of the Boston taxpayers from being improvidently expended, and that you will back up the position which I have taken."

Already the Council has given the \$1,250,000 airport loan order its first reading. Question on the final adoption of the measure will come at this afternoon's session. At least 15 of the 22 City Councillors must approve it before the loan can be issued and the money spent on the improvements. On the first reading the vote was 15 to 6, so 15 favorable Councillors must attend today's meeting to assure its passage.

So Councillor Curtis Says in Fighting Big Appropriation

Branding the proposal to level Governor's Island as an auxiliary flying field as "a half-baked scheme," Councillor Laurence Curtis, 2d, of the Back Bay, will make a last effort to block Mayor Curley's request for \$1,250,000 to expand the East Boston airport, at today's session of the City Council.

NEEDS ONLY \$600,000

Councillor Curtis outlined his position in a letter sent last night to State Commander Richard F. Paul of the American Legion, who had appealed to the 22 Councillors to adopt the \$1,250,000 loan order as a measure of adequate national defence.

Agreeing that the Legion advocated adequate national defence, Councillor Curtis contended that this aim could be achieved and Boston given the finest airport in the country at an expense of only \$600,000, which he said would be sufficient to provide an A-1-A airport here without touching Governor's Island. This would take care of present needs at the airport, he said, adding that Governor's Island could be developed in later years if future needs demand it.

Leveling and developing of Governor's Island, he said, could not be completed for less than \$2,000,000, although the proposal for the erection of a dirigible mooring mast there has never been explained in detail, he protested.

Councillor Curtis contended that Great Britain had recently decided to abandon its dirigible airships, and inasmuch as there are few dirigibles here, it should be the duty of the federal government, rather than the city, to build the proposed mooring mast.

Property Development Scheme

"This Governor's Island development," he said, "has sometimes been linked up with a proposed huge development of the waterfront of that part of Boston. Let's not get involved in any such scheme until we know what it is and where we're going."

"I hope you will see," the Back Bay Councillor wrote to the Legion head, "that I am not opposed to the development right away of an adequate A-1-A airport, but am opposed to getting involved without sufficient consideration in a costly, half-baked scheme to level off Governor's Island for use as an auxiliary flying field. And I hope also

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CURLEY SEES HOPE OF 4-DAY SAILINGS

Speaks to Crosscup-Pishon Post at Its "Civic Day"

Hope for four-day sailings between Boston and Europe, with the inaugural possibly on Labor day, was again expressed yesterday noon by Mayor Curley in a speech before members of the Crosscup-Pishon post, American Legion at their first "civic day" at the Hotel Bradford.

Present negotiations, the mayor said, call for a trial voyage by the liner Bremen from here Labor day. The sister ship, the Europa, will leave Europe the same day, if the plans materialize.

"It gives me the greatest pleasure to be able to announce these plans," he said. "The old port of Boston is coming back. All we need is confidence in the future of Boston. We have to stop whining about conditions and get right down to the job of improving them."

"We can make Boston the greatest port in the United States, and we are going to do it."

Another speaker was Police Commissioner Hultman, who told of some of the problems of his position. He pointed out that nearly all of the eligible candidates for advancement are war veterans.

They came into the service when they were young, the commissioner said, and now are maturing in the service and acquiring seniority. In the hands of these men, he said, lies the future of the department.

Post

6/28/31

MASS SAID FOR MRS. CURLEY

Many Attend Anniversary Service

Many mourners joined with Mayor Curley yesterday at the Church of Our Lady of Lourdes, Jamaica Plain, to attend the first anniversary memorial mass for his late wife, Mrs. Mary E. Curley, who died on June 10 of last year.

Relatives, friends and prominent city officials filled the church at the requiem mass. The Mayor occupied the seats near the altar with his daughter, Miss Mary Curley, and his four sons, Paul, Leo, George and Francis. The Rev. Father James F. Kelly, the pastor, officiated.

Terry's mass was sung, with Miss Mary Dolan at the organ and John Shaughnessy and Mrs. G. Frank McDonald as the soloists. Following the service the Mayor and his children visited the graves of Mrs. Curley and his eldest son at Old Calvary cemetery, Roslindale.

FOR REMOVING UNPAID BOARD

Fin. Com. Would Have Salaried Welfare Head

Action to remove the 12 unpaid overseers of public welfare and to place a high-salaried director in charge of the distribution of \$7,000,000 a year in poor and unemployment relief, will be started this week when Chairman Frank A. Goodwin makes public the report of the Finance Commission's investigation of charity administration methods here.

Although Mayor Curley announced he expected the Finance Commission to make this request, the overseers will be safe for at least another year as an act of the Legislature is required to abolish the Board of Overseers.

The board was first established 150 years ago and since that time several futile attempts have been started to replace the unpaid overseers with a salaried city officer, who would be responsible to the Mayor.

AWARD CONTRACT FOR NEW FOOT BRIDGE

To save thousands of Dorchester residents a quarter-mile walk each morning, Mayor Curley yesterday ordered the construction of a foot-bridge over the tracks of the New Haven railroad at Butler street to connect with the new Dorchester rapid transit station proposed at that point. Work on the construction of the bridge will start within a few days at a cost of \$14,215, the contract having been awarded to Joseph A. Singarella, contractor.

Mayor's Special Auto Plates Have Arrived



CAN'T MISTAKE THEM NOW

New automobile plate, held by Charles Mannion, chauffeur to Mayor Curley, one of six that will adorn city cars so they will not be tagged.

The open season on tagging Mayor Curley's official cars ended yesterday, when six pairs of black and gold number plates arrived from the factory for the half dozen cars under control of the Mayor, which were recently exempted from the penalties of the municipal rules and regulations by special order of the Boston Traffic Commission.

In the future the Mayor's big black sedan will bear a plate front and rear similar in size to the regulation automobile registration plates. But they will be embossed with a black background of enamel, bearing in gold the inscription "Mayor's Office, City of Boston, 1." In the centre of the plate appears the golden seal of the city.

The plates were not obtained from the usual plant, State prison, but were sup-

plied by the Harding Uniform and Regalia Company, which has also made 15 sets of plates for the emergency cars of the city law department, that have also been given the freedom of the streets on city business.

The special plates for the emergency city cars marked the climax of the controversy with the police department which started two months ago, when a patrolman in Province street tagged the Mayor's car for being parked in double line while his Honor was getting a shave opposite City Hall.

NEW HIGH PRESSURE MAINS ORDERED

To provide adequate fire protection downtown, particularly in the furniture district, Mayor Curley yesterday approved the award of a \$96,588.77 contract to the C. & R. Construction Company, the lowest bidder, to install high pressure water mains.

Work will start within a few days to connect the segregated sections with the high pressure service in Washington, Tremont, Kneeland and Lincoln streets, Broadway, Franklin and Brattle streets, Brattle and Dock squares, Elm, Congress and Hanover streets, as well as City Hall avenue, where the new red-topped hydrants will be in-

Globe 6/28/31

NICK FLATLEY MEMORIAL TABLET IS DEDICATED AT BRAVES FIELD



LEFT TO RIGHT—PRESIDENT EMIL FUCHS OF THE BRAVES, BILL CONNELL, DR. WALTER G. KENDALL, C. F. ADAMS, AUSTIN LAKE, MAYOR CURLEY

Mayor's Tribute

Mayor James M. Curley paid eloquent tribute to the memory of Nick Flatley, who, he said, died too young. He was a brilliant sports writer who never penned a line harmful to anyone; an ideal character in every way; an honor to Boston College, of which he was a graduate, and an eloquent champion of baseball, the greatest outdoor game in the world, all of which, he said, were appreciated by Judge Fuchs and the Boston club, donors of the tablet. His mother, a sister and three brothers of Nick Flatley were present.

Dr. Walter G. Kendall paid his tribute in original verse.

The tablet was unveiled by William Connell, a half-brother. It was accepted by Austin Lake in behalf of the Boston baseball writers, and will be placed in the press box on the desk which usually had been used by Mr. Flatley.

ADVERTISER 6/28/31 / Post 6/28/31

PISHON POST TO HOLD CIVIC DAY

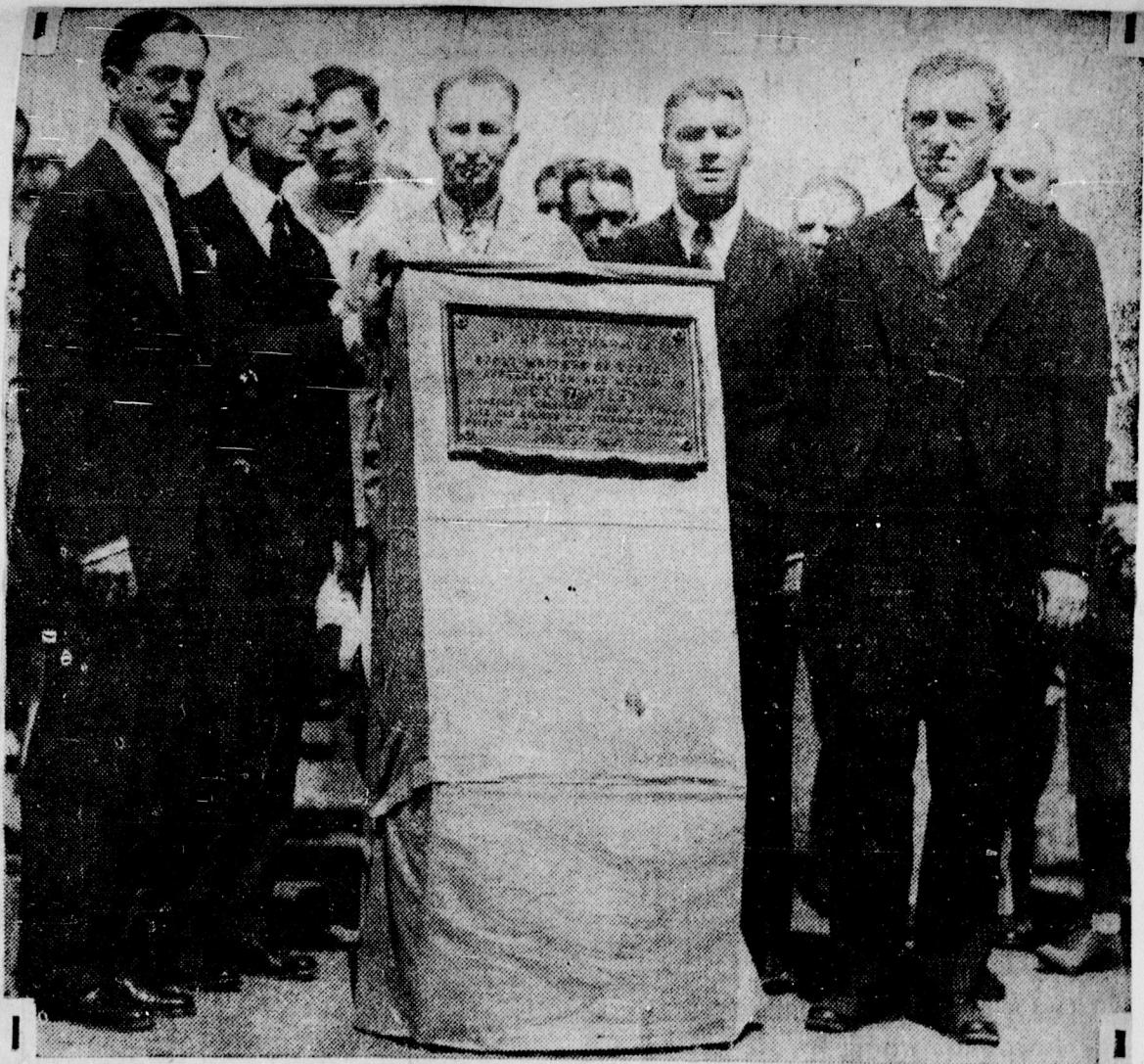
Mayor James M. Curley will be the principal speaker at the annual Civic Day luncheon of the Crosscup-Pishon Post (Boston Advertising Men's Post) of the American Legion, to be held in the Bradford Hotel at 12:30 p. m. tomorrow. Police Commr. Eugene C. Hulman, Chairman of the Transit Commission Thomas F. Sullivan, Thomas A. Mullen, director of the city of Boston publicity bureau, and several other department heads have accepted invitations to attend.

During the meeting plans will be formulated for the 6th annual carnival of the Crosscup-Pishon Post, to be held at Braves Field, on the night of July 14. In addition to a thrilling aviation show and Legion band concert, there will be a World's heavyweight wrestling championship bout between Henri DeGlane of France and Ed Don George of Michigan.

New Courthouse to Be Dedicated Tuesday

Mayor Curley will deliver the principal address at the dedication of the new East Boston courthouse on Tuesday noon and John P. Englert superintendent of public buildings, will preside at the exercises, according to announcement of the plans made yesterday.

Others who will make addresses are: Judge Joseph H. Barnes, Congressman John J. Douglass, James E. Maguire, institutions commissioner of Boston and president of the East Boston and Winthrop Bar Association; James E. McLaughlin, the architect, and Matthew Cummings, the builder.



—Photo by Boston Sunday Advertiser Staff Photographer.

MEMORIES OF NICK FLATLEY, former baseball writer for the Boston Sunday Advertiser, will live at Braves Field. A memorial tablet in honor of one of baseball's most loyal boosters was unveiled at the Wigwam yesterday. Photo shows, left to right, Bill Connell of the Boston Evening American, Flatley's half-brother; Dr. Kendall, Charles F. Adams, Austen Lake and Mayor James M. Curley.

FLATLEY TRIBUTE

By JACK CONWAY

BASEBALL PAID fitting tribute to the memory of Nick Flatley, former baseball writer for the Boston Sunday Advertiser, when a bronze tablet was unveiled in his honor at Braves Field.

The tablet was unveiled following an address by Mayor James M. Curley at home plate. The mayor knew Nick while the latter was a student at Boston College and during his years as a sports writer with the Herald, Traveler, Boston Evening American and Boston Sunday Advertiser.

Curley paid a magnificent tribute to the memory of the brilliant newspaper man. He said in part:

"Thus is an unique and unusual procedure in the history of any business. Yet the character of the procedure stamps the quality of him we are gathered to honor.

"He was a

ber of an unusual profession. He not only honored Boston College by his private life, but also the newspaper profession.

"AN UNUSUAL TYPE"

"I wish as mayor of Boston to commend Judge Fuchs, members of the Braves and all those who have assisted in placing this memorial as an expression of the life and service of Nick Flatley.

"It is seldom that sports writers are loved and remembered. But an unusual type like Nick Flatley gained this distinction.

"He was one man in the newspaper profession who lived clean, worked hard and never wrote an

untrue or unclean thing about anybody.

"What greater service can we expect of any man? He did not live in vain.

"He died too young.

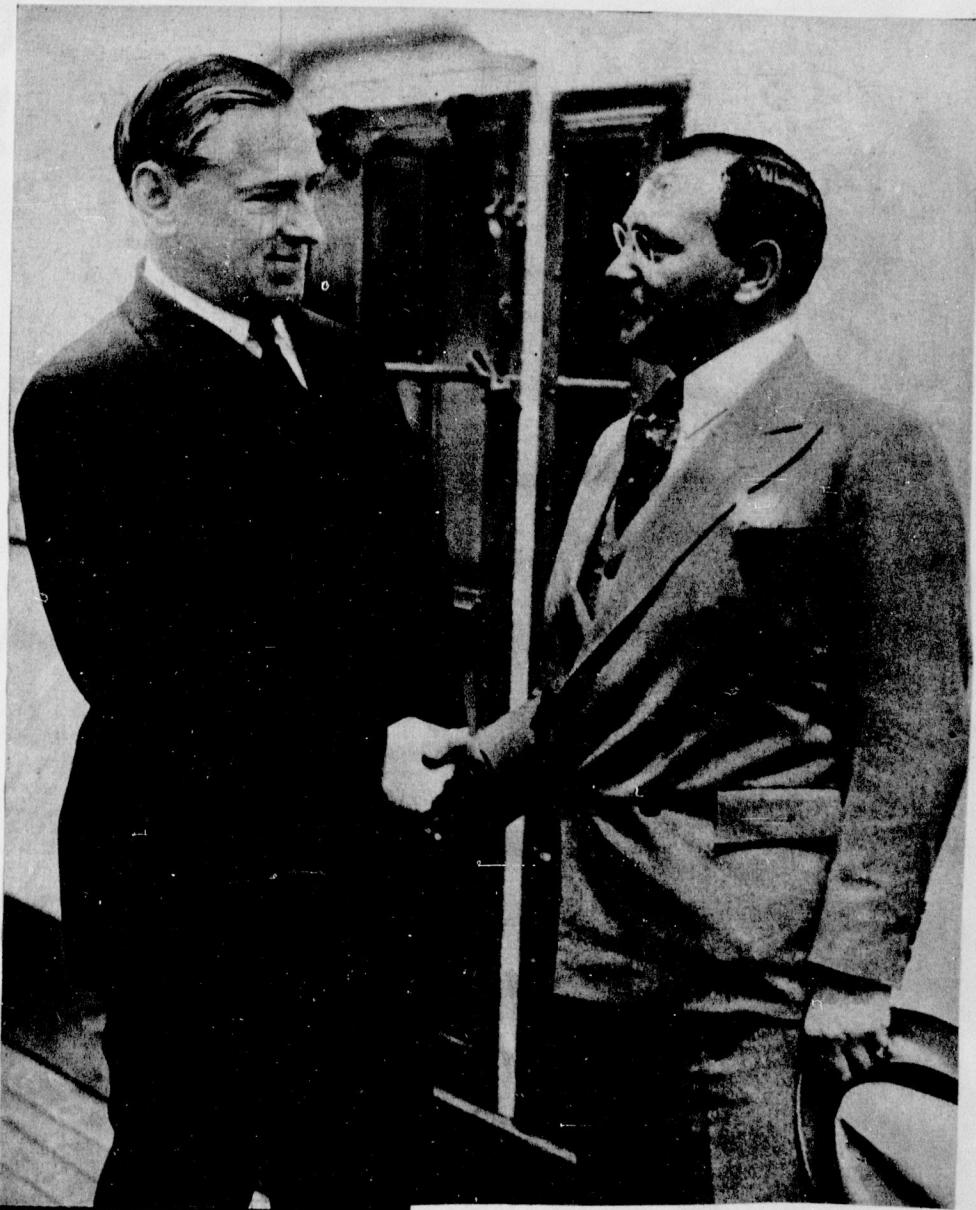
"Yet, as Scripture says, 'It is not how long, but how well one lives.'

"There was no one of better character than Nick Flatley.

"As mayor of Boston, it is a pleasure to come here and assist in honoring a man who enjoyed the esteem, admiration and love of all who came in contact with him. His life was honorably lived, a service to God and his fellow men."

HERALD

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(Above) ON BOARD THE LEVIATHAN. Mayor James M. Curley of Boston shaking hands with I. J. Fox, well known furrier of Boston. While in Paris, Mr. Fox conducted a radio broadcast from the Eiffel Tower in Paris to the Empire State Building in New York. Mayor Curley was the only one of the American mayors in Europe to broadcast on that hook-up.

Post 6/28/31

HERALD 6/28/31

6/28/31

WILL LOSE TWO NEW SCHOOLS

Dorchester Affected

by Demand of

Mayor

With Mayor Curley slated to come out the victor in his battle with the Boston school committee to have them slice \$1,400,000 off their present appropriation of \$1,800,000 that the Mayor may prevent too large an increase in the tax rate, the Dorchester district is scheduled to lose two proposed schools at tomorrow night's session of the school committee.

OFFICIALS AT SEA

The situation also threatens to develop that the school system will be unable to find seats for from 300 to 400 additional girls coming to the Dorchester High School this fall. One member of the school committee stated last night that the school officials are utterly at sea as to how to place these girls.

Tomorrow night's session of the committee promises to develop into the most bitter one of the entire year. Among the questions to be threshed out is the question of the new girls' high school on Worthington street, Back Bay, a new girls' high school for Dorchester in the Meeting House Hill section, the abandonment of plans to push through the initial steps for the construction of a new public Latin school at a cost of \$2,000,000, a new 40-room intermediate school in Dorchester and the slicing of the school appropriation from approximately \$1,800,000 to \$400,000, in accordance with the Mayor's desire.

Row Unavoidable

The last session of the committee broke up with the five members split into two determined factions. The Mayor threatened he would not approve the \$2,000,000 legislative bond issue for the construction of two new high schools if the committee did not slice the appropriation down as cited. They refused to vote on the issue.

Tomorrow night the vote will be taken and it is understood Chairman Joseph J. Hurley and William A. Reilly will vote for the cutting of the appropriation. Inasmuch as it requires four votes to override the Mayor's veto it was stated last night that the appropriation stands to be cut in accordance with his wishes. A bitter dispute is unavoidable, however.

UNVEILING MEMORIAL TABLET TO NICK FLATLEY AT BRAVES FIELD



HERALD

6/28/31

MILITANT ACTIVITY OF CURLEY FOR FRANKLIN D. ROOSEVELT AROUSES POLITICAL CURIOSITY

By W. E. MULLINS

The seriousness with which Mayor Curley has committed himself in support of the movement to obtain the Democratic presidential nomination for Gov. Franklin D. Roosevelt of New York is indicated by his willingness to accept the position of honorary president of a new Roosevelt club being organized by a group of local Democrats.

There will be no half-hearted measures in the support of the New York Governor by this new organization. Frankly and openly, its purpose will be to work for Roosevelt's interests regardless of the other candidates who may appear in the field. That declaration excludes even Al Smith from consideration, and it means that there will be an open fight in the party in this state if the former Governor becomes an active candidate.

Curley's militant activity thus early in the contest for the presidential nomination naturally has aroused curiosity in relation to his own personal ambitions. He has permitted no opportunity to pass to predict that he will be a candidate for Governor. All his observations have been made with a smile, but the politicians are in agreement that he will be a candidate against Gov. Ely for the nomination if the opportunity presents itself.

He already has become the outstanding Roosevelt booster here, and if the nomination goes to the New York Governor he probably is convinced that better balance would be provided for the state ticket with him the candidate for Governor instead of Ely. With Smith the presidential candidate, Ely naturally would have a distinct advantage in that respect.

ELY EMBARRASSED

Gov. Ely naturally is slightly embarrassed by the premature activity for the presidential nomination. Roosevelt played a slight part in smoothing his way in the 1930 primary contest by making a personal appeal to Andrew J. Peters to remain out of the fight, but Smith admittedly was a powerful factor in the election campaign by making a personal appearance for Ely at the Arena the week before election.

The suggestion has been advanced that affairs in the Democratic party could be worked out to a peaceful conclusion if Curley would become Ely's running-mate as candidate for Lieutenant-Governor. The mayor probably considers that minor office beneath his dignity, and there also is the possibility that Ely might object to running in double harness with the mayor.

From the Republican and comes word

that former Gov. Fuller may take over from John Richardson, with Richardson's permission, the task of selecting the group of delegates who will go to the Republican convention pledged to President Hoover. That information is in keeping with the quiet boom which was started 10 days ago here to promote Fuller as a suitable running-mate for Hoover in the event that Charles Curtis decides to forego the opportunity of accepting renomination as Vice-President.

Chairman Amos L. Taylor of the Republican state committee has not yet given up hope of bringing the Republican convention to Boston, but he has been informed that it will require a substantial guarantee in competition with a number of cities in the middle West which already have begun to advance their claims for the big assembly of Republicans.

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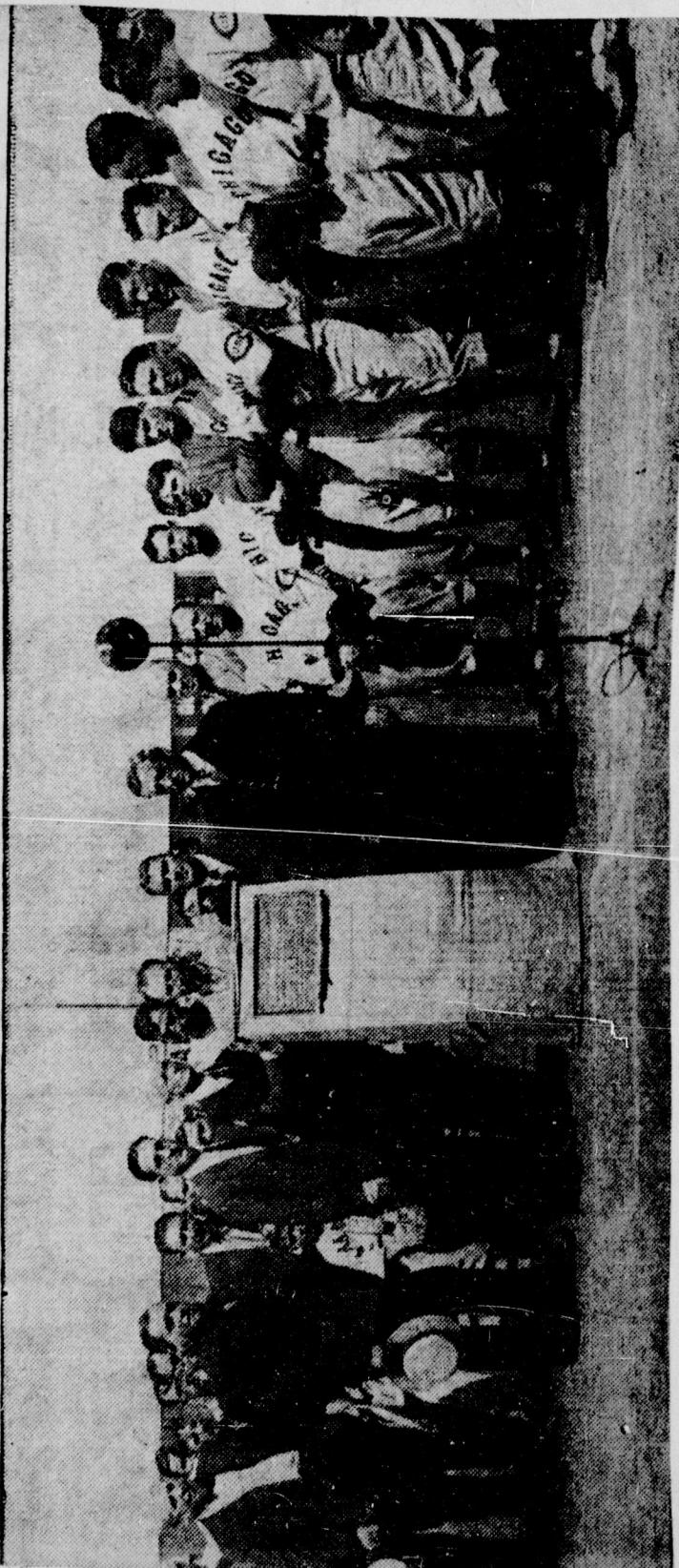
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Globe

6/28/31

POLITICS AND POLITICIANS

By JOHN D. MERRILL

Several well known Democrats in this State show an active interest in the movement looking to the nomination of Gov Franklin D. Roosevelt of New York as the party candidate for President next year. For example, Mayor Curley, after sending up a trial balloon to test sentiment towards Owen D. Young, has taken a stand in favor of the New York Governor and will hereafter doubtless do what he can in the latter's behalf. Also, John H. Backus of New Bedford and Boston, who has been for many years prom-

inent in the party, is trying to advance the Roosevelt cause here.

Mr Backus is making arrangements to have Gov Roosevelt visit Massachusetts late in August and attend a clambake at Ferry's Landing, near New Bedford. If the schedule goes through as it has been prepared Mr Roosevelt will come over the road from Albany on Aug 28 and spend two, or perhaps three, nights in the former home of his grandmother, who was one of the Delano family of New Bedford. As a matter of theory there will be no politics at the clambake, but it may be safely said that the Governor of the

Empire State would hardly come to Massachusetts if he were not a candidate for a public office with which the voters of this State are concerned.

It is not at all unlikely that Gov Roosevelt will have the support of the Massachusetts delegates to the Democratic national convention in 1932, but that result cannot be brought about if his predecessor in the gubernatorial chair is again a candidate for the Presidential nomination. Almost every experienced politician agrees with the statement made by Senator David I. Walsh, that no Democratic candidate can make any headway here against Alfred E. Smith if the latter wants to run once more for the Presidency. Even if the Massachusetts Democrats felt certain the ex-Governor would be defeated either in the convention or at the election, they would support him in the primary. The party leaders who are now for Roosevelt believe that Mr Smith will not be a candidate.

Some think that Mayor Curley is

using the candidacy of Gov Roosevelt to strengthen himself for a fight against Gov Ely for the Governorship next year, but most of the politicians hold the opinion that the Mayor will not oppose the Governor in the primary. There is always the possibility that Gov Ely will not be a candidate for reelection, but the chances are that he will seek that "vindication" which most office-holders have in mind towards the end of their first term. At times, however, he doubtless feels that he has had enough of his office, exalted as it is. The pressure of the office-seekers is almost overwhelming.

Post 6/28/31

CURLEY OUT OF ORDER ON "AL" SMITH

Opinion of New York Democrat in Letter to Mayor

The following letter has been written to Mayor Curley by James A. Healey, a member of the New York Stock Exchange. The writer takes issue with the Mayor in the matter of a Democratic candidate for the Presidency, insofar as ex-Governor Smith's attitude in the matter is concerned.

TEXT OF LETTER

The text of the letter is as follows:
350 Central Park West,
New York.
June 20, 1931.

Dear Mr. Mayor:

If the New York Times correctly quotes your remarks of yesterday, may I, as a former New Englander and with all due respect to the high office you hold and your place in the councils of the Democratic party, convey to you my humble opinion that Hon. Alfred E. Smith is probably quite well qualified to determine for himself whether it is his duty to state his support of the candidacy of Governor Roosevelt for the Democratic presidential nomination, and that if the supporters of Governor Roosevelt's candidacy are absolutely correct

in their assumption that the Governor is the best qualified man to hold the high office of President of the United States during the next four to eight years, they need not worry that the ex-Governor will be lacking in a proper course of action at the proper time.

As an American citizen and a Democrat, it seems to me that it is about time—and particularly at this time—that candidates for the Presidency at least, should be selected with less consideration of possible political indebtedness of one man or group to another and more with regard to their ability to guide the nation's helm during the period of their proposed incumbency. But perhaps that is too much to hope for under our present political system.

Without any personal or political commitment to him, it appears to the writer that the Democratic party might do well to consider the opportunity that might be theirs in the selection of someone like Owen D. Young as their candidate to lead the country out of the mess that it and the rest of the world finds itself in at the present time. Leaving out the question of "political expediency," which the writer believes is the cause of many of our present-day ills, it is difficult to see how a comparison of the records and qualifications of Governor Roosevelt and Mr. Young can leave any doubt as to the latter's greater and timely fitness for the task which lies ahead of the President of the United States for the next four or eight years. But of course that is just my personal opinion as your preference for Governor Roosevelt is yours.

But I firmly believe ex-Governor Smith needs no suggestion from you or me or anyone else as to what is his duty.

Yours sincerely,
JAMES A. HEALY.
Hon. James M. Curley,
Mayor,
Boston, Mass.

TRAVELER 6/29/31

CURLEY RAPS AIRPORT CRITICS

Tells Legion Post Those Opposing Development Are Reactionaries

Mayor Curley was the principal speaker at the civic day luncheon of the Crosscup-Pishon post of the American Legion at noon today in the Hotel Bradford, with many of the department heads of the city in attendance.

In his address the mayor decried the attitude of the "ultra conservative reactionaries" in opposing his proposal for the expenditure of \$1,500,000 for the development of Governor's Island and East Boston airport.

The mayor said there were certain men who were opposed to this project and who were terming it impracticable and only a dream of the mayor's.

Other speakers were Police Commissioner Eugene C. Hultman, Col. Thomas F. Sullivan of the transit commission and Thomas A. Mullins, head of the publicity bureau of the city. Maj. Paul H. Hines, commander of the Crosscup Pishon post, presided. About 200 members were present.

Curley Seeks \$977,554 Due from L Road

Payment Would Clip 50 Cents
from Tax Rate Soon to
Be Announced

By Forrest P. Hull

Heroic efforts are being made at City Hall to keep the forthcoming tax rate near the present figure, \$30.80 per \$1000 of valuation. The latest movement centers in immediate payment to the city of \$977,544.20 by the Elevated Railway Co., due from past assessment under the 1918 statute providing for deficits in operation. The new law provides for the payment and there is strong possibility that the money will be obtained in time for its tax rate application. It would mean 50 cents on the rate.

It will be recalled that Section 23 of the new Elevated Act provides that when all the second preferred stock of the Elevated has been retired, the special trust fund established from the proceeds of the sale of real property of the West End Street Railway Company in 1911, amounting on Dec. 31, 1930 to \$2,183,321.48, shall be converted by the trustees of the company into cash and applied to repay the Commonwealth for the purpose of distribution to the cities and towns served by the company the amounts assessed upon these cities and towns and not previously paid to them. The balance due on the assessments is \$1,349,333.35, Boston being entitled to the major proportion.

The Legislature provided that chapter 333 of the act should be subject to acceptance by the stockholders of the Boston Elevated Railway Company. A meeting for that purpose has been called for June 30 and the directors have sent out a circular to the stockholders recommending acceptance. It is said that practically enough proxies are already in hand to assure its acceptance on that date. By acceptance of the act the Elevated is authorized to issue its bonds in an amount not to exceed \$30,000,000 which shall be purchased by the Metropolitan Transit District, the trustees of which are instructed to issue the bonds of the Transit District for the amount necessary to purchase the bonds of the railway.

Seven Months or Not

If the act is accepted, the holders of preferred stock, who have voted in favor of acceptance and are, therefore, known as "assenting stockholders," are entitled to receive payment on a stipulated basis. The three classes of preferred stock outstanding will require \$23,487,118, plus accrued dividends and interest. The real point at issue in this connection is whether the public trustees shall decide to take the full seven months allowed them under the provisions of Section 9 of Chapter 333, as Corporation Counsel Samuel Silverman pointed out at a recent meeting of the public trustees and the trustees of the Transit District, when he declared that, if such a delay is permitted,

the 5 per cent interest for the seven months' period, amounting to \$679,207, would mean the issuance of bonds for that amount for the purpose of capitalizing the carrying charges on the preferred stock, which by prompt and vigorous action on the part of the public trustees might be retired at least six months prior to the final date, with a resulting saving to the Metropolitan Transit District of approximately \$600,000.

Moreover, as Mr. Silverman argued the public trustees are relieved of the fixed charge of \$1,644,841, representing the dividends on the preferred stock from the date of the acceptance of the act, and also pay no fixed charges on the bonds which are issued to purchase these preferred stocks until the date of their issue and delivery to the Metropolitan Transit District for cash. Therefore, as is argued, if the trustees were to defer the determination of the date of payment to preferred stockholders for the full seven months which they are allowed by the act, there would be a saving in their existing fixed charges of \$959,490.84.

For an Assessment

Mr. Silverman went into the financial phases of the situation with able argument, stating that the public trustees will urge that they should be allowed to make a large part of this saving, even though it prevents the cities and towns receiving back during the current year the balances due on previous assessments because, otherwise, they fear that an assessment may be necessary on June 30, 1932.

TAKING "THE BULL BY THE HORNS"

EVIDENTLY Postmaster General Walter F. Brown was stung into a highly emotional state, upon receipt of the ironic letter of Mayor Curley suggesting use of the Boston Postoffice site as a cow pasture. How else would it be possible to explain the confident and egregious blunders of fact which this Cabinet Member has seen fit to indite in his reply?

Says Mr. Brown, the contract for demolition of the old Postoffice building was awarded March 15, 1930. The facts are that this contract was awarded and announced in the press in July, 1929. Says Mr. Brown, the work was completed in the time specified, viz, four months. The facts are that the contract called for six months time and was completed 15 days after the stipulated date. This also is easily verifiable in the files of contemporary Boston newspapers.

The Postmaster General's attempt to excuse the delays and dilly dallying of the Government in this project, which is so highly important to Boston's business, is quite as unimpressive as his alleged factual data on the contracts. The initial appropriation for this building passed Congress in 1928. It is now Summer of 1931. During the past 17 months Boston's sole token of Government intentions has been an unsightly hole in the middle of Postoffice sq. Does Mr. Brown believe that any business which undertook to conduct its affairs on such a basis as the Government is using in this matter would remain a twelvemonth out of bankruptcy? The failure of the Postoffice Department to possess itself of factual knowledge about this \$6,000,000 project of its own is of a piece with the whole disgusting performance to date.

ADVERTISER 6/28/31

CURLEY ATTENDS HURLEY WEDDING

Brockton, June 27—Mayor James M. Curley of Boston, his daughter, Mary, and many prominent Boston, Brockton and Rockland people, attended the wedding today of Miss Marjorie C. Hurley, daughter of Mr. and Mrs. William M. Hurley of 66 Belcher ave., this city, and Daniel G. O'Connor of the Ashmont section of Boston.

The ceremony was performed at a nuptial mass in St. Patrick's Church at 11 o'clock. Rev. Francis Barry of Corpus Christi Church, Auburndale, a cousin of the bride, was the celebrant of the mass.

Following the wedding a reception took place on the grounds of the Hurley estate. The bride's father is an official of the Hurley Shoe Co. of Rockland.

The bridegroom is the son of Mr. and Mrs. Thomas D. O'Connor, and is in the contracting business in Boston with his father. He is a personal friend of Mayor Curley. Among the wedding gifts was an elaborate silver service from the Boston mayor.

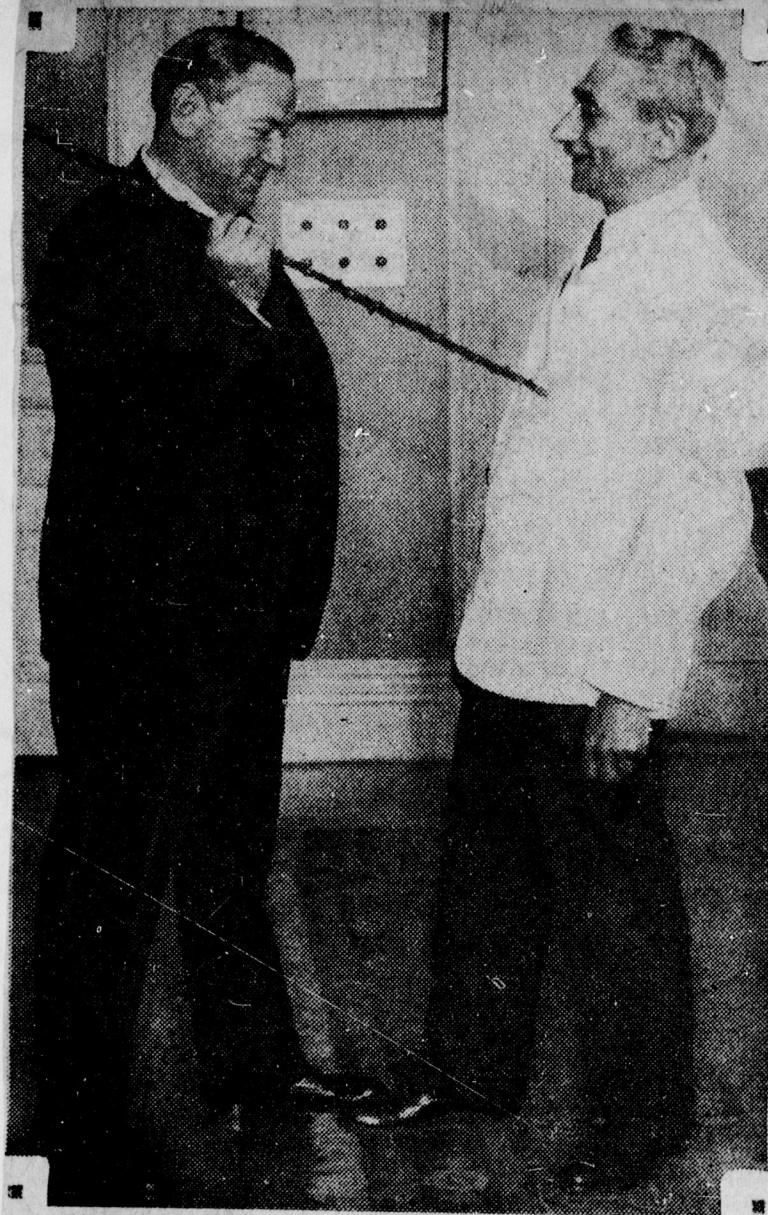
NEW EAST BOSTON COURT IS READY

The new \$300,000 East Boston District Court house in Meridian st. will be dedicated next Tuesday, with Mayor Curley, Superintendent of Buildings J. P. Engert and other officials of the city government in attendance.

Although the new building will not be formally accepted until Tuesday, the temporary quarters of the court in the public library have been vacated and court will be held in the new structure.

AMERICAN 6/27/31

BARBER GETS BLACKTHORN



A close shave. What a blackthorn Mayor Curley swings. He walked in for his daily shave and was greeted by Charles Ofria, in a Province ct. barbershop. The mayor presented Ofria with one of the blackthorns that his honor brought from Ireland. The mayor illustrated use of the stick as a weapon of defense.

BEATTY THANKS MAYOR

Mayor Curley received a telegram from President Edward W. Beatty of the Canadian Pacific Railroad saying he deeply appreciated the mayor's offer of the use of the port of Boston facilities, extended after the waterfront fire at St. John, N. B. He said he thought the Canadian government would be able to substantially restore port facilities before winter.

WELFARE BOARD FACES ATTACK BY FIN. COM.

Mayor Says Opposition Is Due to Way Relief Work Is Carried On

Removal of the entire Board of Public Welfare overseers is expected to be requested by the Finance Commission early next week, Mayor Curley announced today.

The mayor said he had "been informed" that the request for removal of the 13 unpaid members of the board would be made, and understood the request would be the result of the large number of payments made to families by the board. Some of these families, it was stated, would be better off if the payments were stopped.

JUNE PAYMENTS JUMP

It was learned today that a secret conference between Mayor Curley, City Auditor Rupert Carven and Budget Commissioner Fox was held yesterday. No announcement as to the topics discussed was made, but it was understood the forthcoming request was discussed in detail.

Mayor Curley said the payments for the month of May were \$30,000 below the average, and so far this month a jump of \$50,000 above the average had been reached.

Every family receiving city aid will be checked, it was stated, in order to cut down the weekly payments. Some families, the Mayor said, with husbands in good health, would be better off if the payments were stopped. If that happened, he said, the husband would be forced to seek work and drop his present attitude of indifference.

WILL CUT AMOUNTS

Mother's aid will not be interfered with under the coming probe, the mayor said, but he emphasized the fact he wanted cuts made in payments.

Those comprising the board of public welfare overseers at present, all unpaid, are Simon E. Hecht, chairman; Walter V. McCarthy, secretary; James P. Maloney, treasurer; William H. Taylor, Margaret L. Gookin, Vincent Brogna, Asad Mudarri, Mrs. Eva W. White, Edna H. Willey, Cornelia G. McMahon, Morris Bromstein, Anders T. Tellstrom and Sophia M. Friedman.

While no definite statement could be obtained from the mayor, it was hinted around City Hall that the forthcoming request was an outgrowth of the recent sensational charges and the subsequent re-registering of all persons receiving city aid.

This action, coming about two months ago, was taken as a means of cutting down allowances.

Post 6/27/31

NAME KEEPER FOR POSTOFFICE COW

Traffic Officer McLean of Milk St.
Station Given Job---No "Bull"
About This



NO BULL ABOUT THIS

Traffic Officer Arthur McLean reads parchment which makes him official custodian of Boston's postoffice cow.

Boston now has an official keeper for the postoffice cow. And that, Mr. Postmaster-General Walter F. Brown of Washington, D. C., is not "the bull." It was Mr. Brown who told Mayor Curley, yesterday, that it was enough to "put up with his bull" without bothering about a postoffice cow.

Maybe the news surprises you, Mr. Brown, but do not take it too hard. Solace yourself with this tidbit—that Mayor Curley is likewise going to be awfully surprised when he hears about the appointment.

And surprised as you and Mr. Curley may be, your surprise will amount to nothing compared with the surprise that Traffic Officer Arthur McLean of the Milk street police station received yesterday morning when he was appointed to the job.

For years Traffic Officer Arthur McLean has just been Traffic Officer Arthur McLean. In fact, to most people he was just a traffic officer. They used to watch him keep the front wheels of a five-ton truck from climbing into the rumble seat of a roadster at the corner of Water and Devonshire streets. But being busy people they never stopped to inquire his name, despite the immensity of the feat.

But yesterday fate touched Traffic Officer Arthur McLean, touched him and lifted him from the cobblestones

dust of the passing wheels to destiny, catapulted him from whistle-blower to the exalted position of boss of the bovine which the chief executive of Boston has sought to pasturize in that hollow spot where generations yet unborn may see arise a magnificent edifice wherein they can lick their stamps and fill their fountain pens.

Made Keeper of the Cow

It was at roll-call yesterday morning. The men who make the wheels keep moving on the delightfully serpentine streets of the city were standing at grim attention. They had their general orders. All eyes were on Lieutenant William Gaffney for the dismissal sign. The traffic battalion was eager to be off. More than 12 hours had passed since they had bawled anybody out. When suddenly—that's worth a new paragraph.

Lieutenant Gaffney unfolded a crisp, crinkly strip of parchment. The traffic officers were agog. "Our diplomas," they thought and they were wrong which is unusual for traffic officers. On Traffic Officer Arthur McLean Lieutenant Gaffney focussed his eyes. McLean felt shivers run up his spine and then down again. And then, yes, then the lieutenant read the scroll.

"Official appointment to the office of keeper of the city cow. Arthur McLean is hereby appointed keeper of the city cow, and he shall perform his just duties in accordance with city ordinance 7583746 (signals over), of section 0046."

How Cow Must Be Cared For

Then followed a list of general orders for the policeman to comply with. The keeper of the cow must see that the said cow in the postoffice foundation is not bothered by mosquitoes, flies, butterflies or traffic cops. He shall see that no tin cans, ashes or rubbish are dumped in the cement pasture and that no trespasser shall convert the pasture into a swimming pool or Tom Thumb golf course.

He shall have the power to appoint as many deputy keepers as he deems necessary for Bossie's comfort. He may be discharged at any time for neglect of duty and must resign his post 24 hours before the start of the building of the great New England granite structure.

McLean, palpitating with eagerness, flushed with the wine of victory, intoxicated with success achieved, received the parchment and found to his utter amazement that what had been read was actually down on the parchment. In fact it was neatly done, in drawing ink, done by the hand of a master letterer. In the centre was the head of a cow with the remark that it was "not a bull."

McLean Takes Up Duties

As if walking on air, egg-shells or balloon tires, Traffic Officer Arthur McLean made his way to the post office. Traffic was a bit tangled at Devonshire and Water streets, that is four or five cars were piled on top of each other and two stenographers in the top car just stepped out the door into the third floor office where they work.

But what of it. Traffic Officer McLean took a peek first into the Post Office site. It was still there. During the night the foundation had not disappeared and as the morning sun, glinting over the tops of the buildings, struck at an angle against the concrete heart of Officer McLean thumped. He was overcome by the beauty of it.

Yet there were other cares on his mind. He would have to have help in his new duties. So he held a consultation with a truck driver and shouted the truck driver down. That was a good

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beginning. At noon between untangling traffic and cogitating, he was a bit wilted but his mind was made up.

McLean Appoints Deputies

Since Traffic Officer M. J. Kilgallon does the beat at Federal and Milk street, it was only proper that he should be made chief milker. Traffic Officer Frank Ferry at Congress and Milk was appointed assistant milker. Traffic Officer Pat Hannon at Milk and Congress street will dust the flies of Bossy, while Traffic Officer James Shroeder who

snares McLean's post was appointed the guardian of the pasture gate.

These aforesaid officers told a Post reporter they have had serious inquiries in the past few days from visitors to Boston who actually believed a cow was grazing in the post office site. In lieu of a real cow, the officers have been pointing out the water pump as an electric cow.

So, Mr. Mayor, it's up to you to supply a cow.

And Mr. Brown, how about permission?

Or shall McLean live to learn that all his hopes and dreams and aspirations are as empty as a hole in the ground?

MEMORIAL MASS FOR MRS. CURLEY

Memorial high mass for Mrs. Mary E. Curley, late wife of Mayor Curley, will be celebrated this morning at 8 o'clock at the parish church of Our Lady of Lourdes, with the Rev. James F. Kelly, pastor, officiating.

Mrs. Curley died on June 10 last year.

AMERICAN 6/27/31

VETS FIGHT FOR AIRPORT PLAN

Veterans' organizations today demanded that the City Council vote to spend the entire \$1,250,000 available for the East Boston airport improvements as a measure of national defense.

The 22 councilors were mailed pleas to adopt the order, which received the bare 15 votes necessary for passage to a first reading two weeks ago.

Among the organizations urging the entire improvement program was the New England Chapter of the National Sojourners, comprising members of Masonic fraternities who hold commissions in the armed forces of the nation. This was signed by Major Walter M. Phelps, president, and other officers of the organization, meeting at the Army Base.

Commander Richard F. Paul of the Massachusetts State Department American Legion, wrote a letter to each of the 22 councilors, pointing out that the legion was firm in its policy of adequate national defense, and demanding the passage of the airport improvement loan order.

Commander Richard F. Paul of the Massachusetts State Department American Legion, wrote a letter to each of the 22 councilors demanding the passage of the airport improvement loan order.

VETS URGE \$1,250,000 AT AIRPORT

CUT DOWN ON RELIEF IS ORDERED

Ask Council to Pass Mayor Curley Acts to Order Requested by Mayor

Have Money Last to End of Year

Pressure of veterans' organizations, yesterday, started to bear down on members of the City Council to vote the entire expenditure of \$1,250,000 on the East Boston airport improvements as a measure of national defense.

ROLLCALL MONDAY

Preparing to go to a roll call at Monday's meeting on Mayor Curley's request for the loan order, which was authorized by the 1931 Legislature, the 22 Councillors yesterday were mailed pleas to adopt the order, which received the bare 15 votes necessary for passage to a first reading two weeks ago.

Among the organizations which has adopted a set of resolutions forwarded to the Council was the New England Chapter of the National Sojourners, comprising members of Masonic fraternities who hold commissions in the armed forces of the nation. This was signed by Major Walter M. Phelps, president, and other officers of the organization, meeting at the Army Base.

Commander Richard F. Paul of the Massachusetts State Department American Legion, wrote a letter to each of the 22 councilors, pointing out that the legion was firm in its policy of adequate national defense, and demanding the passage of the airport improvement loan order.

At least one member of the Council ed his opposition to the action of legion head for sending out the ers. City Councillor Clement A. Norton of Hyde Park, in a public statement, last night, contended that State mander Paul had no authority for h action.

Norton insisted that it might have n fair for the State Commander to ord the legion as favoring an A-1-A port at East Boston, but he had no ht to approve \$1,250,000 as the price essary to develop the airport. Councillor Norton warned that he would test the State Commander's action the August convention of the legion, which he is a delegate.

Faced with an impending deficit of \$1,209,000 in the public welfare department at the end of the year, Mayor Curley yesterday ordered the Board of Overseers to stem the flood of poor and unemployment relief, which is now pouring out of the city treasury at the rate of \$7,641,000 for the year.

WEED OUT UNWORTHY

A determined drive to weed out the unworthy cases, and a reduction in weekly allotments to applicants will be carried out by the overseers without delay, so that there will be enough cash left during the last two months of the year to care for the needy.

The overseers were informed that it was not necessary to maintain the old schedule of relief per person because of the fact that the prices of food and other necessities had dropped since the schedule was adopted.

Although the Mayor has appropriated \$6,432,708 for relief this year, twice the amount appropriated in the budget last year, the aid has been disbursed during the past five months at a rate which will require \$7,641,000 for 1931, or over \$1,000,000 more than is available.

The Mayor pointed out that, unlike other cities, Boston has no authority to issue an emergency loan and as the tax limit has been set by the Legislature, it would be impossible to obtain funds to meet the demands for poor relief late in the year.

HERALD 6/27/31

Veterans Urge City Council to Favor \$1,250,000 Loan for Boston Airport

The New England chapter of So-journers and State Commander Richard F. Paul of the American Legion have asked the city council to act favorably, Monday, on the loan order of \$1,250,000 for development of the East Boston airport. In each instance the request is based on the conviction that an adequate national defence demands the proposed extension of the airport.

The paucity of interest in the fate of the airport development plans has surprised advocates of the linking of the existing field with Governor's Island. Efforts to arouse interest by radio appeals and otherwise have failed to evoke any noticeable response.

The basis of the appeals of the So-journers and State Commander Paul gives the council opposition to the passage of the loan order an invitation to renew the objection which was vigorously asserted two weeks ago when the idea of contributing to the national defence was assailed. The argument was advanced by Councilman John L. Fitzgerald that if the airport is to be developed for such a purpose the fed-

eral government should assume the cost.

A reply sent to Comdr. Paul by Councilman Clement A. Norton of Hyde Park was made public last night as follows:

The city council has already accepted the \$1,250,000 authorized by the Legislature for the Boston airport, and I voted for it. The sole question at issue is how fast we shall borrow this money. The city administration wishes to borrow it all at once and spend it for two purposes, namely to improve the existing airport and to start work on Governor's island. This Governor's island project may cost \$3,000,000 or \$4,000,000 before we are through with it. After a careful study of the project I find such a hurried procedure unwise, unbusinesslike and unwarranted.

One half of the amount of the people's money that is called for in this loan order will give Boston an airport second to none for commercial and defence purposes.

Globe 6/27/31

SOUTH BOSTON PLANS GREAT CELEBRATION

Mayor Curley Will Start
Bonfire Friday Night

South Boston will have a great community celebration which will start next Thursday and continue through until July 4, at the Columbus Park, South Boston. For two weeks a committee of Michael J. Perkins Post A. L. headed by Capt Charles M. Lyons and working in cooperation with City Councilors William G. Lynch and Michael J. Mahoney of South Boston, has been arranging the details.

It is expected that more than 200,000 persons will gather on the night before the Fourth to watch the great bonfire, which will be the largest in the city. In other years the crowds have averaged between 100,000 and 175,000, but, because of the larger numbers along the waterfront this year during the warm spells, Perkins Post expects there will be a big increase.

The celebration will get under way at 7 o'clock Thursday night. There will be a band concert and other activities of a patriotic nature. Fireworks will be displayed.

On Friday night there will be a band concert and the late evening will witness the huge stack of inflammable material touched off by Mayor James M. Curley. The Mayor has promised that he would be present at this big event.

There will be a program for the children on the afternoon of July 4. The principal attraction will be a doll-carriage parade in which there will be special prizes for the best decorated carriages. There will also be a prize for the most original idea represented in the demonstration. Another prize will be awarded to the owner who shows the greatest amount of work done in the preparation of a carriage.

The general committee includes an honorary committee of which Lieut Gen Edward L. Logan is the chairman and Brig Gen Charles H. Cole the vice chairman. Capt Lyons has a large committee assisting him. Thomas J. Dwyer is the secretary and James O'Meara the treasurer.

Other committee chairmen include Adolph Casper in charge of merchants; Edward C. Carroll, automobile and personal registration; Commander Eugene F. Ladd and Col Alfred J. L. Ford, on grounds; Paul Campbell on bands; Edward G. Lennon, on publicity.

Globe 6/27/31

TO URGE REMOVAL OF OVERSEERS OF POOR

Fin. Com. Will Recommend Substitution of Paid
Executive to Take Over Work

The Finance Commission, in its report which will appear soon, will recommend the removal of the entire Boston Board of Overseers of the Poor, and substitute a paid executive for the present organization, which has served without pay, said Mayor James M. Curley today.

It is known that the Finance Commission has been investigating many cases, and it is understood that the recommendation for the paid executive will be soon made.

At the private conference yesterday between the Mayor, the Board of Pub-

lic Welfare, Budget Commissioner Fox and Auditor Carven, no announcement was made. The auditor reported that May had shown a \$30,000 failing off in poor relief, while June showed an unexpected jump of \$50,000. This has caused the board to investigate every case, but no cuts will be recommended except in families where the healthy unemployed husband shows no disposition to work and receives from \$20 to \$24 a week from the city. Then relief will be withdrawn on the theory that such payments are bad, both for the city and the man who is thus being educated to loaf.

AMERICAN 6/27/31
Mayor and Family at
Mass for Mrs. Curley

Mayor James M. Curley, his family and members of the city government attended a memorial mass at Our Lady of Lourdes Church for Mrs. Curley.

Rev. James F. Kelly, pastor of the church, was the celebrant of the mass. At the offertory Mrs. G. Frank McDonald sang "Misericordia Mei." John Shaughnessy, tenor, sang "Just for Today" at the conclusion.

HERALD 6/27/31 WELFARE DEPT. COSTS ORDERED CUT BY CURLEY

Acts to Halt \$1,200,000
Jump Over Budget of
\$6,432,708

EXPENDITURES NOW \$580,000 A MONTH

Mayor Curley yesterday ordered substantial curtailment of the expenditures of the public welfare department.

To economize in accord with the demands of the mayor, the schedule of weekly payments must be immediate and sharply revised and brought close to similar schedules which are considered to be ample in cities of comparative size.

The mayor acted to avert the need of providing the welfare department with \$1,200,000 in excess of the fund of \$6,432,708 incorporated in the 1931 budget. The latter includes \$181,000 for administrative expense and \$500,000 to meet the estimated cost of the old age assistance act which becomes effective July 1.

\$7,641,000 COST LOOMS

Expenditures for relief and for mother's aid during the first five months show an average of \$580,000 or at the rate of \$6,960,000 for the year. Maintenance of this average, which has not shrunk since the passing of winter, and including administrative costs and the old age assistance act, would mean an aggregate welfare department cost of \$7,641,000. The only visible offset to officials who have been attempting to discover some method of reducing expenditures will be the indeterminate amount representing the saving in relief payments to persons 70 years or over who will be transferred to the old age assistance rolls next week.

Such a saving would have no financial importance this year because there will be no reimbursement by the commonwealth of the outlay for old age assistance until next year.

Disclosure of the cut ordered by the mayor followed a long conference which he held with the overseers of public welfare, City Auditor Carven and Budget Commissioner Fox.

There has been sharp criticism of the generosity of the overseers in determining the amount of weekly cash relief necessary for the maintenance of families and the Boston schedule, which has had a maximum in the cases of very large families as high as \$24 weekly, has been attacked as unjustifiable.

In spite of the adverse comment in

which the city council have joined, the overseers have taken no steps to revise their schedules and to compel families dependent on the city to live on smaller weekly incomes from the city treasury.

Welfare expenditures threaten to send the tax rate skyrocketing because of the increase in appropriations for this department alone of \$2,000,000, which represents a tax rate rise of \$1.04.

It has been known that Mayor Curley intended to call an abrupt halt to the unparalleled welfare costs and he is reported to have asserted yesterday in language which could not be misinterpreted that there must be immediate recession from the extravagant expenditures.

Examination of city records revealed that the average monthly payments for unemployment aid and dependents from January to June reached \$511,000 and that the monthly average outlay for mother's aid was \$69,000.

In addition many thousands of dollars contributed by city employees and individuals have been distributed outside of the welfare department.

NEW COURTHOUSE TO BE DEDICATED

Curley to Attend East Boston Exercises Tuesday

The new East Boston district court house will be dedicated Tuesday noon. The work of moving from the temporary quarters in the public library will be finished today and court on Monday will be held in the new building. The building is on Meridian street and cost \$300,000.

Mayor Curley, with Superintendent of Buildings J. P. Englert and a committee comprising many city officials, will take part in the exercises. Judge Joseph H. Barnes and his associate justices, P. J. Lane and C. J. Brown, will accept the building officially.

MAYOR VS. P. M. G.

"He was a most sarcastic man, this quiet Mr. Brown,

And on several occasions he had cleaned out the town."—Bret Harte.

The new Boston postoffice project has dragged along with such exasperating slowness that it became a local joke long ago. The excavation was a daily reminder of government reposefulness months before Mayor Curley suggested that cows be pastured on the site. Now the enterprise seems to have become a national jest. Postmaster-General Walter F. Brown saying that his department "should not be required to put up with more than your bull."

Let the merry and bucolic exchanges continue. Let somebody call somebody else a Mexican athlete. Let Senator George Higgins Moses, who is on the Senate postoffice and postroads committee, prepare to reinforce the P. M. G., while Traffic Commissioner Joseph A. Conry, who has a tropical imagination and a gorgeous flow of language, becomes the champion of the mayor.

The discussion would not be altogether an infliction, even in hot weather. It would remind persons that the national, state and city governments often make a bad mess of business activities; that private organizations carry out their plans in a shorter time than is required for the acceptance of government blueprints. The new building, when, as and if ever erected, will be a token of what would be the regular procedure should the government extend its activities more widely into fields which individuals now occupy.

MASS IN MEMORY OF MRS. CURLEY

Mayor Was Married 25 Years Ago Today

A mass in memory of Mrs. Mary E. Curley, wife of Mayor Curley, was celebrated at the Church of Our Lady of Lourdes, Jamaica Plain, today, by the Rev. James F. Kelley, the pastor.

One hundred or more city officials and others attended. The mayor, Miss Mary Curley, his daughter, and Leo, Paul, George and Francis, his sons, occupied seats at the right of the main aisle, close to the altar.

Terry's Mass was sung, with Miss Mary Dolan at the organ. The soloists were Mrs. G. Frank McDonald and John Shaughnessy.

Mrs. Curley died June 10, last year. She was married 25 years ago today.

TRANSCRIPT 6/26/31

Boston First in Per Capita Cost for Recreation

City Spends \$1,580,465, or \$2.02 for Each of Residents

Boston is credited with the largest per capita expenditure for public recreation activities among the eighteen largest cities in the United States in 1930, according to the year book of the National Recreation Association. The total outlay by its municipal and private recreation agencies was \$1,580,465.46, or \$2.02 per capita.

Cleveland is second with a per capita expenditure of \$1.90. Then come Milwaukee with \$1.50, San Francisco with \$1.38, and Newark with \$1.19. The three largest cities in the United States reported the following per capita expenditure: New York 47c, Chicago 74c, and Philadelphia 42c. Agencies whose expenditures made up Boston's total and their outlay were: Department of Extended Use, Public Schools, \$75,000; Department of Physical Education, School Committee, \$141,650.91; Board of Park Commissioners, \$1,340,251.69; Community Service, Inc., \$23,562.86. The Park Department reported \$660,750 for land, buildings and permanent equipment. This included \$159,850 for a new eighteen-hole golf course.

Boston reported 152 playgrounds, 138 of which are conducted by the Department of Physical Education of the School Committee, eighteen by the Board of Park Commissioners; 160 baseball diamonds, eight tennis courts, twenty ice skating areas, and nine bathing beaches, among other facilities. In its sports program, the Physical Education Department of the schools has 1280 baseball teams, and the Park Department 290; the schools, thirty-four football teams, and the parks, thirty-two; the parks eighty-four basketball teams, the schools thirty-nine indoor track teams, fourteen hockey teams and 1500 squash teams.

First aid classes, folk dancing, hiking groups, handcraft, holiday celebrations, paddle tennis, safety education, winter sports, glee clubs, harmonica bands, toy symphonies, pageants, plays, playground circuses, model aircraft, model boat building, nature study, water sports, are among the numerous popular activities conducted on a wide scale by the city's recreation agencies. The eighteen most populous cities in the United States and their total and per capita expenditures for public recreation activities in 1930 are as follows:

| City— | Total expenditure | Per capita |
|-------------------|-------------------|------------|
| New York | \$3,290,095.00 | \$.47 |
| Chicago | 2,517,810.13 | .74 |
| Cleveland | 1,713,026.04 | 1.90 |
| Detroit | 1,639,597.04 | 1.04 |
| Boston | 1,580,465.46 | 2.02 |
| Los Angeles | 1,229,167.31 | .99 |
| Milwaukee | 913,886.97 | 1.50 |
| San Francisco | 897,704.66 | 1.38 |
| Philadelphia | 820,967.92 | .42 |
| Newark | 530,338.35 | 1.19 |
| Cincinnati | 511,249.36 | 1.11 |
| Baltimore | 510,687.73 | .63 |
| Pittsburgh | 485,392.51 | .72 |
| Minneapolis | 390,579.40 | .84 |
| Buffalo | 368,806.00 | .64 |
| Washington, D. C. | 352,438.64 | .72 |
| St. Louis | 341,371.77 | .72 |
| New Orleans | 330,000.00 | .72 |

Curley Declines to Discuss "Bull"

Cites Post Office Delay as Sign of Little Interest in Unemployment

Mayor Curley smiled over the way in which Postmaster General Brown replied to his sarcastic request for an opportunity to pasture a municipal cow on the Boston post office site, but made no comment. The Postmaster General wrote the mayor an explanation of the delay in starting the construction of the building and added a postscript as follows: "Referring to your desire to pasture your municipal cow on the post office site, it is my opinion that the Department should not be required to do more than put up with your bull."

Mayor Curley, though neglecting the opportunity to add another wisecrack to the discussion, said:

"In view of the industrial depression, the Federal authorities should have given consideration to the demand for use of material common to New England, and get the work underway. My sole desire is to provide employment for the people of this section. We are doing the best we can here to solve the unemployment problem and, through my efforts, we have 1200 at work on the new Governor square subway extension."

"The Federal Government in the last two years of depression has discharged 32,000 men and if it is not checked will discharge 22,000 more from the Army, the Marine Corps and the Navy. Apparently the Government at Washington is little interested in relieving unemployment, and the best indication of this is the negligence and delay that there have been in the matter of the construction of the new post office."

In reviewing the various stages in the post office situation, Mr. Brown wrote:

"Assuming that the purpose of your esteemed communication of the 18th instant was to obtain reliable information with respect to the present status of the Federal building project at Boston, I am pleased to pass on to you the following information received from the office of the supervising architect of the treasury, which department has exclusive jurisdiction and control over non-military building operations for the Federal Government.

"The contract for the demolition of the old post office building was awarded March 15, 1930, and the work was completed in the time specified, viz., four months.

"The contract for the excavation and foundations of the new building was awarded June 30, 1930, and the work was completed in the time specified, viz: six months.

"Dec. 12, 1930, bids were invited for the superstructure to be received Jan. 30, 1931, specifying: (1) Limestone to be used above the third story, and (2) Granite in lieu of limestone.

"All of the bids received under specification (2) were in excess of the amount appropriated for the project.

"Because of an insistent demand from numerous organizations in Boston for the utilization of granite throughout the building, the plans and specifications were modified and supplementary bids were invited Feb. 12, 1931. When these bids were opened Feb. 27, 1931, it was found

that the bids were invited to be opened March 24, 1931.

"On March 28, 1931, a contract was duly awarded to the N. B. Severin Company of Chicago, for \$4,648,900, work to be completed in 720 days from the date of notice to proceed.

"Immediately, the Seglin Construction Company of New York, a bidder in response to the original advertisement of Dec. 12, 1930, protested the award to the Comptroller General of the United States whose office must approve all Treasury disbursements of public buildings.

"Thereupon the Comptroller General made an exhaustive investigation of all of the proceedings leading up to the award to the N. B. Severin Company. Immediately upon being advised that the Treasury's award had been approved by the Comptroller General, the Severin Company, the successful bidder, acknowledged receipt of notice to proceed with the work May 6, 1931.

"If the award had been made on the original bid for limestone facing above the third story, the steel frame would be in place at this time. The delay has been caused by the insistence on the part of the patrons of the Boston Post Office for changes in the plans and specifications in order to provide for the use of granite throughout the building. The fabrication of the steel is now in process and Treasury officials are informed that the erection of the same will begin within the next ten days."

Curley at Mass. Exchange Outing

Mayor Curley and his son, Leo Curley and Park Commissioner W. P. Long were among the guests of the Massachusetts Real Estate Exchange at its outing yesterday at the Sandy Burr Golf Club at Wayland.

At the dinner the mayor, introduced by Toastmaster John J. Martin, said that the electric railways in Italy are beautified by flowers and shrubbery. He stated that he feels the entrances to American cities by railroads should be beautiful, all of which he said would increase real estate values tremendously. He also said the legislatures of various States should enact laws to replace slum districts with "modern, sanitary homes." Looking backward, Mayor Curley said the Puritans and the Pilgrims came to this country, in his opinion, not so much for religious reasons as because of the depressed business conditions that prevailed abroad at that time.

Others who spoke were John T. Burns of the reception committee; Edward L. Hopkins, who awarded the prizes for the various athletic events; Walter F. Freeman, in charge of the dinner arrangements, and Clement Hernandez, general chairman of the outing executive committee.

The golf was in charge of Frank T. Evans, while the bridge and whist were headed by Mrs. Alice I. Goland, with prizes under the direction of David F. Church.

The Postmaster General's letter to Mayor Curley on the delay in getting the work on the new Post Office is incidentally an illuminating commentary on the way that the Government

P
GST

6/26/31

NO COW-BULL QUITE ENOUGH

Postmaster-General Tells Mayor He Hasn't Time to Consider Pasture on Postoffice Site

The war of wisecracks recently started by Mayor James M. Curley when he asked the postoffice department for permission to pasture "the municipal cow" on the postoffice site, broke out in all its fury last night when Postmaster-General Walter F. Brown dug into his knapsack of wisecracks in Washington, D. C., and extracted one that took the Mayor's breath away.

CURLEY'S "BULL" ENOUGH

"Referring to your desire to pasture your municipal cow on the post-office site," the Postmaster-General wrote yesterday to the Mayor, "it is my opinion that the department should not be required to do more than put up with your bull."

"Well," replied the Mayor when he heard of it, "I don't think I'll say anything about that. It is beneath the dignity of anyone to answer such a remark."

But the Mayor had plenty more to say about the general situation in regard to the postoffice, after he had heard the rest of the Postmaster-General's statement. The document called the Mayor's attention to the fact that postoffices are built by the Treasury Department and not the Postoffice Department. Brown further stated that the work had progressed apace until Bostonians started "scrapping" about the material to be used.

Argument Over Materials

Relating the argument over granite and limestone, the Postmaster-General then stated the conclusion that the patrons of the Boston postoffice are responsible for the delay in construction. But not content with that, he added the pert postscript relative to the animal reference.

The full text of Postmaster-General Browne's letter is as follows:

"My Dear Mr. Mayor: Assuming that the purpose of your esteemed communications of the 18th instant was to obtain reliable information with respect to the present status of the federal building project in Boston, I am pleased to pass on to you the following information received from the office of the supervising architect of the Treasury, which department has exclusive jurisdiction and control over non-military buildings operations for the federal government.

The contract for the demolition of

the old postoffice building was awarded March 15, 1930, and the work was completed in the time specified, viz., four months.

"The contract for the excavation and foundations of the new building was awarded June 30, 1930, and the work was completed in the time specified, viz: six months.

"Dec. 12, 1930, bids were invited for the superstructure to be received Jan. 30, 1931, specifying:

"(1)—Limestone to be used above the third story, and

"(2)—Granite in lieu of limestone.

"All of the bids received under specification (2) were in excess of the amount appropriated for the project.

Says Granite Was Demanded

"Because of an insistent demand from numerous organizations in Boston for the utilization of granite throughout the building, the plans and specifications were modified and supplementary bids were invited Feb. 12, 1931.

"When these bids were opened Feb. 27, 1931, it was found that the lowest bid was still in excess of the amount of money available. Accordingly, the plans and specifications were again modified and further supplementary bids were invited, to be opened March 24, 1931.

"On March 28, 1931, a contract was duly awarded to the N. P. Severin Company of Chicago for \$4,648,900, work to be completed in 720 days from the date of notice to proceed.

"Immediately, the Seglin Construction Company of New York, bidder in response to the original advertisement of Dec. 12, 1930, protested the award to the Comptroller-General of the United States, whose office must approve all Treasury disbursements for public buildings.

"Thereupon the comptroller-general made an exhaustive investigation of all of the proceedings leading to the award to the N. P. Severin Company. Immediately upon being advised that the Treasury's award had been approved by the comptroller-general, the Severin Company, the successful bidder, acknowledged receipt of notice to proceed with the work May 6, 1931.

"If the award had been made on the original bid for limestone facing above the third story, the steel frame would be in place at this time. The delay has been caused by the insistence on the part of the patrons of the Boston postoffice for changes in the plans and specifications in order to provide for the use of granite throughout the building. The fabrication of the steel is now in progress and Treasury officials are informed that the erection of the same will begin within the next 10 days.

Very truly yours,

WALTER F. BROWN

"P. S.—Referring to your desire to pasture your municipal cow on the postoffice site, it is my opinion that the department should not be required to do more than put up with your bull."

In his comment on the Postmaster-General's statement, Mayor Curley said, "The only answer to that is, that the materials to be used in the construction of the postoffice are from New England and they should have received the first consideration. If they had, there would have been no occasion for delay.

"So far as the expediting of the work is concerned, they had the authority to build in 1929. Look at the contrast. In this city we received the authority to construct the subway extension at Governor square in June of 1930, and at the present time there are three shifts of men working on it and 1200 veterans are being employed in that work.

Not Relieving Unemployment

"It is apparent that the federal government is dealing largely in advice on the solution of the unemployment problem. During the last year and a half, 32,000 federal employees have been laid off, and, if the plans for cutting the strength of the army and navy and marine corps and other departments continue, 22,000 more will be added to the 32,000 already out. That seems to be a very fine way to relieve unemployment.

"If the cities and towns throughout the country followed the same methods we would require not one soup kitchen but many in every city and town in the land."

So, there the matter stands, at least until Mayor Curley receives the full text of the letter sent by the Postmaster-General.

RESULTS FROM ROURKE BLAST

Illegal Parking in Back Bay to Be Stopped

Deputy Superintendent Thomas F. Goode, head of the police traffic bureau, was assigned by Police Commissioner Hultman yesterday to the job of stopping illegal parking in the Back Bay which resulted Wednesday in a verbal blast at the police head by Acting Traffic Commissioner Joseph A. Rourke.

Last night Traffic Engineer John F. Hurley reported a marked improvement in conditions on Massachusetts avenue and intersecting streets. Three test runs by Engineer Hurley were made through the light system from Harvard Bridge to Columbus avenue in two minutes and 30 seconds each.

Traffic tags are to be given to police of the Back Bay traffic station for the first time since last December, it was learned last night. The inability of traffic officers to tag cars for illegal parking because they had no tags had been characterized by Commissioner Rourke as absurd.

Neither commissioner would make any further comment on the situation yesterday. Due to the absence of Chairman Joseph A. Conry from the city's regular meeting of the commission scheduled for yesterday, was called off.

CHOOSE

6/26/31

CURLEY ADVOCATES REMOVAL OF SLUMS

Real Estate Exchange Body
Holds Wayland Outing

Special Dispatch to the Globe

WAYLAND, June 25—In a speech to the Massachusetts Real Estate Exchange today, Mayor Curley called on the people to make a more beautiful America.

This should be done, he said, by electrifying all railroads in the country, and by building better homes.

"Make a Nation of home owners, and there will be a Nation of America lovers," said the Mayor.

He urged legislation to cut out the slums of this country. On his recent trip to Europe, he said, he was surprised and delighted to find no slums in the principal cities. America should be this way, too, he asserted.

This speech was made at the dinner which climaxed a day of sports for the members of the exchange and their friends. The outing was at the Sandy Burr Country Club. Many guests played golf; others held various sporting contests till dinner time.

John J. Martin, ex-president of the exchange, was toastmaster at the dinner. After Edward Hopkins of the field sports committee, presented the prizes to the winners, Mr. Martin thanked the women for their attendance, and said that the women are going to help guide the country from chaos.

He claimed that as soon as Boston's population was printed in figures representing the number of persons the city supported, the city would be more successful.

Ex-Mayor Monks of Fall River and John T. Burns, the president of the exchange, also spoke. Park Commissioner Long and the Mayor's son, Leo, were introduced. The committee in charge follows:

Clement Hernandez, chairman; John T. Scully, Robert T. Fowler, David B. Church and Edward L. Hopkins; reception, John T. Burns; golf, Frank T. Evans; field sports, Edward L. Hopkins; quoits, Charles A. Hall; baseball game, Susan T. Esler; three-legged race, Robert T. Fowler; nail-driving contest, W. Harry Monks; shoe race, Frank S. Lane; surprise event, Howard H. Davenport; bridge and whist, Mrs. Alice L. Goland; dinner arrangements, Warren S. Freeman; dancing arrangements, W. T. A. Fitzgerald; prizes, David B. Church.

Church's team won the ball game with a disputed score of 11-7 over a team captained by Mrs. Susan T. Esler in a contest featured by much illegal coaching and the abrupt departure of women members of both squads.

Ed Hopkins and Frank H. Conneton, an old-time New England League player, won the quoits doubles, while David B. Church cleaned up in the singles.

The Mayor and his son won the golf tournament, while playing with Commissioner Long and John J. Martin.

Mrs. Ruby Hughes won the nail-driving contest. After many heats, with no finishers, Miss Mabel Swenson finally crossed the line to win the egg race. Miss Pauline Hopkins, the day's only double winner, got first in the shoe race and with her partner, Dr. Charles Robinson, won the three-legged race.

HUMPHREY O'SULLIVAN FUNERAL IN LOWELL

Cardinal Delivers Eulogy,
Thousands Line Streets

LOWELL, June 25—Impressive funeral services for Humphrey O'Sullivan, one of Lowell's most prominent business, religious and political leaders, were held today in St. Patrick's Church and attended by representatives of all walks of life, including Cardinal O'Connell, United States Senator Walsh, Mayor James M. Curley of Boston, Mayor Michael F. O'Neill of Everett, Secretary Dewitt C. DeWolfe, representing Gov. Ely; Frank J. Donahue, Mayor Braden of Lowell, more than 100 priests, delegates from many societies and hundreds of relatives, friends and acquaintances. The tribute was one of the greatest ever accorded a citizen of Lowell.

Cardinal O'Connell, a life-long friend, delivered the eulogy, stressing particularly Mr. O'Sullivan's charitable work over a long period of years.

A solemn high mass of requiem was celebrated by the pastor of the church, Rev. Dr. John J. McGarry, assisted by Rev. Joseph F. Bonner as deacon and Rev. Patrick J. Flaherty as subdeacon. Rev. Fr. O'Connor of Boston was master of ceremonies and Rev. John J. Allston his assistant. Prayers at the grave were read by the officers of the mass, assisted by attending priests.

The honorary pallbearers were Senator Walsh, Mayor Curley of Boston, Frederick W. Mansfield of Boston, Daniel Mahoney of Lawrence, Col. Frederick A. Estes, J. Munn Andrews, George M. Harrigan, William A. Hogan and Dr. Augustine G. McGarry of Boston.

The active bearers included Walter E. Guyette, Dennis J. Murphy, Dr. Frank R. Brady, Dr. Francis R. Mahoney, James C. Reilly, Edward J. Saunders, Dr. Patrick J. Meehan, James J. Brown, Dr. Michael J. Meagher and Cornelius F. Cronin.

The ushers were William C. Purcell, Joseph Sullivan of Peabody, Charles L. Marren, Frederick F. Meloy, John T. McDermott, Frank X. Ricard, John J. Hanlon, Timothy J. O'Sullivan, John C. Farrington and Henry J. Mccluskey.

As the funeral procession moved through the business district to St. Patrick's Cemetery, thousands lined the streets, bowing in silent tribute to the memory of the distinguished leader.

TELLS OF NAVY YARD WORK

Adams Answers Mayor
Curley's Letter

Secretary of the Navy Charles Adams today replied to a letter of June 23 from Mayor Curley in which the latter asked for the assignment of more repair work or the construction of a destroyer or other type of ship at the Charlestown Navy Yard. Mayor Curley called attention to extensive alteration and construction work at the Norfolk and Philadelphia yards.

In his letter to Mayor Curley, Secretary Adams said it was the intention of the department to maintain a fair relation in the work loads at the various yards. The present workload he said is about right at all yards.

Secretary Adams also wrote:

"As you well know, circumstances over which none of us has any control have made it necessary to treat the Boston Navy Yard in general as a repair yard rather than a construction yard. Boston can build a destroyer, but is not suited for economically handling the construction of fighting ships of the larger classes, nor can it economically handle even repairs on battleships.

"It is also obvious that it is impossible to compare fairly the amount of work assigned to a repair yard and a construction yard. For instance, you quote certain figures, but they are somewhat misleading except in connection with knowledge of how much of the money expended must go to machinery, etc., not constructed in the yard, and in connection with the knowledge of the period over which the jobs extend. As repair jobs suitable for Boston are generally of short duration, there is no way of producing a figure to compare fairly with those you quote. I can, therefore, only talk in general terms.

"May I further say that I thoroughly appreciate the need of relieving unemployment in Boston and the importance of helping that situation as far as possible. On the other hand, I would not be giving a fair picture if I did not state my belief that conditions are generally as bad in Philadelphia and probably worse in Brooklyn than in Boston. Outside of navy work, the proportion of unemployment in Norfolk I do not know, but it is clear that there are no other occupations in that city to which a man out of employment at the Navy Yard can get work of a sort in which he had skill."

Post 6/26/31

Finigan Named City Plant Superintendent

Former Election Commissioner Fred A. Finigan of 27 Landseer street, West Roxbury, was appointed yesterday by Mayor Curley to the post of plant superintendent of the city buildings department.

During the past six months he supervised the construction of the new East Boston courthouse and police station, which will be formally opened to the public Tuesday noon. The Mayor will

HERALD 6/26/31

CURLEY'S "BULL" BROWN'S TARGET

Postmaster - General Replies to Mayor's 'Cow Pasture' Letter

FEDERAL BUILDING DELAY EXPLAINED

[From Herald Washington Bureau]

WASHINGTON, June 25—"Referring to your desire to pasture your municipal cow on the postoffice site, it is my opinion that the department should not be required to do more than put up with your bull."

Postmaster-General Brown today added this postscript to a letter to Mayor Curley of Boston, in reply to a communication from the mayor recommending that a federal permit be granted to pasture the "municipal cow" on the site intended for the new \$6,164,600 Boston postoffice.

Appropriation for the building was made two years ago, but work on its construction has not yet been started.

In his letter, the postmaster-general said that the delay has been caused by the insistence of patrons of the Boston postoffice for changes in the specifications in order to provide for the use of granite throughout the building. Erection of the steel frame will start within 10 days. Brown also pointed out that it is the treasury, not the post-office department, which has control of non-military building operations of the federal government.

The postmaster-general's reply to Mayor Curley is as follows:

Assuming that the purpose of your esteemed communication of the 18th instant was to obtain reliable information with respect to the present status of the federal building project at Boston, I am pleased to pass on to you the following information received from the office of the supervising architect of the treasury, which department has exclusive jurisdiction and control over non-military building operations for the federal government.

The contract for the demolition of the old postoffice building was awarded March 15, 1930, and the work was completed in the time specified, viz., four months.

The contract for the excavation and foundations of the new building was awarded June 30, 1930, and the work was completed in the time specified, viz., six months.

Dec. 12, 1930, bids were invited

and specifications were modified and supplementary bids were invited Feb. 12, 1931. When these bids were opened Feb. 27, 1931 it was found that the lowest bid was still in excess of the amount of money available. Accordingly, the plans and specifications were again modified and further supplementary bids were invited, to be opened March 24, 1931.

On March 28, 1931, a contract was duly awarded to the N. B. Severin Company of Chicago, for \$4,648,900, work to be completed in 720 days from the date of notice to proceed.

Immediately, the Seglin Construction Company of New York, a bidder in response to the original advertisement of Dec. 12, 1930, protested the award to the comptroller-general of the United States, whose office must approve all treasury disbursement for public buildings.

Thereupon the comptroller-general made an exhaustive investigation of all of the proceedings leading up to the award to the N. P. Severin Company. Immediately upon being advised that the treasury's award had been approved by the comptroller-general, the Severin company, the successful bidder, acknowledged receipt of notice to proceed with the work May 6, 1931.

If the award had been made on the original bid for limestone facing above the third story, the steel frame would be in place at this time. The delay has been caused by the insistence on the part of the patrons of the Boston postoffice for changes in the plans and specifications in order to provide for the use of granite throughout the building. The fabrication of the steel is now in process and treasury officials are informed that the erection of the same will begin within the next 10 days.

Very truly yours,

P. S. Referring to your desire to pasture your municipal cow on the postoffice site, it is my opinion that the department should not be required to do more than put up with your bull.

HITS GOVERNMENT

Curley Refuses to Discuss Reference To "Bull"

Mayor Curley last night declined to discuss the postmaster general's reference to "Bull."

"In view of the industrial depression, the federal authorities should have given consideration to the demand for use of material common to New England," the mayor said, "and get the work underway. My sole desire is to provide employment for the people of this section. We are doing the best we can here to solve the unemployment problem and, through my efforts, we have 1200 at work on the new Governor square subway extension.

"The federal government in the last two years of depression has discharged 32,000 men and if it is not checked will discharge 22,000 more from the army, the marine corps and the navy. Apparently the government at Washington is little interested in relieving unemployment, and the best indication of this is the negligence and delay that there have been in the matter of the construction of the new postoffice."

AMERICAN 6/26/31

CURLEY BACKER GETS BIG STICK

Mayor Curley today presented a blackthorn stick to Charles Ofria, the barber who has shaved him and cut his hair for the past 15 years.

Ofria broke into print several weeks ago when the mayor's car was tagged while parked in front of the shop at 9 Province st. At that time Mayor Curley was being shaved, and when he reached his auto he was informed that a tag had been administered for violation of the parking ordinance.

When Ofria returned to his shop today he could talk of nothing else than what a good fellow the Mayor was, and how much he liked him.

"I'd rather have this stick than a million dollars," Ofria said. "I'd give my right arm for Mayor Curley any time he asked for it. He's one wonderful fellow."

Before leaving the Mayor's office, Ofria was given a demonstration of the use of the stick.

WORK PLEDGED FOR NAVY YARD

Mayor Curley received word today from Charles F. Adams, Secretary of the Navy, that Charlestown Navy yard was assured of all the repair work possible to send here.

Sec. Adams' letter was in reply to one sent by the mayor in which it was pointed out that men were being laid off at the local yard.

The mayor said Sec. Adams' letter stated that the Charlestown yard was in as good a condition as Philadelphia, and better than the yard in Brooklyn.

MAYOR TO SPEAK AT DEDICATION

Mayor Curley, assisted by prominent lawyers and officials of East Boston, will dedicate the new \$300,000 courthouse in the district at noon Tuesday. The mayor is to deliver the principal address.

Other speakers include City Councilman Timothy H. Donovan, John P. Englert, superintendent of public buildings, and James E. McGuire, city institutions commissioner and president of the Winthrop Bar Association.

Judge Joseph H. Barnes of the East Boston district court has arranged for a session of the court in the new building on Monday morning. No criminal cases

Globe 6/26/31

L-ST BATHHOUSES NOT FOR WADERS

Ruling Brings Disappointment to Many, Particularly Elderly Men and Women

Life has suddenly taken on an added tinge of disappointment for elderly men and women, whose Summertime habit has been to shed their shoes and stockings and bathe their feet in the soothing brine at the L-st bathhouse beaches, on City Point.

Finding themselves altogether barred now from their respective units of the municipality's new \$500,000 plant, they are pouring letters of protest into City Hall about it. One irate old lady of Corkonian ancestry, wrote that if City Hall doesn't soon lift the ban, she'll call the matter to President Hoover's attention. And if she can't get action at Washington, she plans to appeal to Al Smith.

These folk argue they were always permitted this privilege of "paddling in the water" at the old bathhouses. Season after season they have thus found relief from the agonies of corns, bunions, spavins, rheumatiz, fallen arches or what have you. And they recognize no sound reason for putting up the bars against them now, unless, possibly, somebody is getting a little high-hat toward them, they say.

Supt John A. O'Reilly of the bathhouses and his aids take a wholly different view of the matter. In this they are solidly backed by Chairman William P. Long of the Boston Park Commission.

Officialdom stresses the point that the magnificent new L-st Bathhouses are for bathers—not for waders. The Park Department has dumped 10,000 tons of new sand on those sections of the South Boston beach stretching alongshore from Columbus Circle to a point near the Headhouse, Chairman Long says. Aside from that strip of this two-mile strand, which lies between the outer fence of the bathhouse territory, there is ample space for an army of barefoot elders to wade to their heart's content, and that of their feet, he feels.

This stretch of beach outside the limits of the bathhouse proper is as

good for the purposes of such elderly folk as can be found anywhere between the upper reaches of the Bay of Fundy and the narrows of Long Island Sound, Chairman Long claims.

Besides, old folk wading in the waters off the beach are in continual danger of being tipped over or splashed by younger people disporting in the water. They ought to prefer the safer, quiet, zones outside the bathhouse limits in which to soak their feet, Dr Long thinks.

But the old folk show no signs of accepting this view of the matter. Their spokesmen say they have only begun to fight. At this stage of their strategy, they are content to enlist the efforts of City Councilors Michael J. Mahoney and William G. Lynch, their representatives at City Hall from South Boston, and through Dorchester's sympathetic Councilor, Clement A. Norton.

Tender though their pedal extremities may be, these elders tell you, they still have a kick left in both feet, and they declare they mean to keep on until their oldtime privilege of wading at L-st is restored to them.

MASS TOMORROW FOR MRS. CURLEY

A memorial mass for the late Mrs. Mary E. Curley, wife of Mayor James M. Curley, will be celebrated tomorrow at 8 A. M. at the Church of Our Lady of Lourdes, Jamaica Plain, which Mrs. Curley attended for many years. Had Mrs. Curley lived, tomorrow would mark the 25th anniversary of her marriage to the mayor, and in observance of this date the service will be held.

WELFARE BOARD TO BE REORGANIZED

Initial steps toward the reorganization of the city public welfare department, which is disbursing poor and unemployment relief at the rate of \$7,000,000 for the year, will be taken, today, when Mayor Curley confers with the 12 unpaid members of the board of overseers in his office at City Hall.

At the meeting, the board will be requested to consider recommendations for improving the service, which has been under investigation during the past 18 months by Frank Howland of the Mayor's office, City Auditor Rupert S. Carver and Budget Commissioner Charles J. Fox.

Finance commission investigators have also completed their survey of the welfare department, and Chairman Frank A. Goodwin is preparing to make this report public within a few days.

Post MOURN FOR HUMPHREY O'SULLIVAN

Impressive Funeral Rites—Cardinal De- livers Eulogy

LOWELL, June 25—Attended by Cardinal O'Connell, Senator David L. Walsh and other leaders, impressive funeral services were held today at St. Patrick's Church for Humphrey O'Sullivan, one of the most prominent business, religious and political leaders of this city.

EULOGY BY CARDINAL

Cardinal O'Connell, a lifelong friend of Mr. O'Sullivan, and a member of the

pilgrimage to Rome which saw Mr. O'Sullivan created a Knight of St. Gregory, delivered the eulogy.

The Cardinal paid high tribute to his friend as a man and a leader, stressing particularly his charitable work throughout his life. The Cardinal spoke feelingly of his association with Mr. O'Sullivan, saying that his life was a model for Catholic laymen.

The solemn high mass was celebrated by the Rev. Dr. John J. McGarry, pastor of St. Patrick's Church. He was assisted as deacon by the Rev. Joseph F. Bonner, and by the Rev. Patrick J. Flaherty as subdeacon.

Honorary pallbearers were Senator Walsh, Mayor James M. Curley of Boston, Frederick W. Mansfield of Boston, Daniel Mahoney of Lawrence, Colonel Frederick A. Estes, J. Munn Andrews, George M. Harrigan, William A. Hogan and Dr. Augustine C. McGarry of Boston.

More than 100 priests sat within the sanctuary during the services, which were attended by a throng which filled the church.

Hundreds of delegates from fraternal organizations formed a guard of honor as the body was borne into the church, while bells tolled. Streets were lined with thousands of persons as the cortege passed to the church, and St. Patrick's Cemetery, where interment took place. Prayers at the grave were read by Dr. McGarry, assisted by the attending priests.

TRAVELER 6/26/31

L Street Bath

COMPLAINT of some features of the new system at the recently opened L street bath have been received by the Boston Traveler.

Persons wearing street clothes are not permitted on the beach. This rule keeps out those who may not be able to bathe but who, because they are ill, need the sun.

No person not having a locker is permitted on the beach. Nobody is permitted to undress on the sands and stack his clothing in a pile on the beach.

Women are not allowed to bring baby carriages on the beach. Thus they have no opportunity of going in bathing themselves and, from the water, watching their baby carriages.

Persons are not permitted to bring rented towels out on the sand. Hitherto many persons have used them to sit upon.

Last Saturday many waited in line for over an hour, in the broiling sun.

These complaints were brought by the Boston Traveler to the attention of Chairman William P. Long of the board of park commissioners. Chairman Long has good cause for making the rule excluding from the sands persons in street attire. To back up these good reasons the commissioner must bar everybody in street dress. Persons who need the sun, he says, have plenty of beach available at South Boston.

Persons must have lockers because under other systems the city has had innumerable complaints of thefts. The commissioner says it has not been the custom to permit baby carriages on the sands; that they could not get through the turnstiles.

As to taking rented towels on the sands, the commissioner says that in one year the city lost approximately 40,000 towels. And in answer to the complaint of persons waiting an hour in the sun to get through the turnstiles, Mr. Long says the day was exceptional and on occasion crowds have had to wait nearly half the day at other beaches.

These are his answers. The Traveler knows that the Boston park system is one of the best directed in the world and that the commissioners work untiringly for the people. If the system is misunderstood, or if there should be changes, calm discussion is the best remedy. We invite those interested to write to our People's Editor.

POST 6/26/31

TO BATTLE FIRE FROM AIRPLANES

Tague Predicts This for Future As Fire Chiefs Dine

The fireman of the future will wage his battle against flame and smoke from the skies, while soaring above the earth in the fire-wagon of tomorrow—the airplane.

This was the prediction made last night by Peter F. Tague, chairman of the Election Commission, who represented Mayor Curley at the banquet tendered by the city of Boston to the New England Association of Fire Chiefs and their friends in the main ballroom of the Hotel Bradford.

REALITY IN FUTURE

Though the idea of an aerial fire fighting force may appear visionary at present, Tague declared it will become a reality of the future. The city of Boston is preparing even now, the former Congressman declared, for the arrival of the time when such a thing will be a reality, by the development of an airport which, when completed, will rank second to none in the country.

Tague pointed to the way in which aerial warfare was developed during the World war as being indicative of greater and more serviceable developments that are to come. And among them, he declared, will be the fire department of the air.

Tague declared the conviction that the fire department of the air as a future reality was not his alone, but that it was shared by Mayor Curley.

The greetings of Governor Ely were conveyed to the guests by William H. Brennan of Charlestown, member of the Governor's Council. Chief Henry A. Fox of the Boston fire department, who was to act as toastmaster, was unable to do so because of a wetting he received while battling a three-alarm fire in Roxbury Tuesday night which developed a cold and resulted in the loss of his voice.

Chief Fox was present, however, and was the recipient of many tributes from Fire Commissioner McLaughlin and other speakers. Commissioner McLaughlin, the first speaker of the evening, gave Chief Fox most of the credit for the success of the convention and characterized him as "one of the greatest firemen who ever lived."

Post 6/26/31

HUB WANTS DEMOCRAT CONVENTION

Quinn Writes to Raskob Urging Boston's Advantages

BY ROBERT L. NORTON

A campaign has been initiated by National Committeeman Edward Quinn to bring the Democratic national convention to Boston in 1932.

Quinn has been in communication with Chairman Raskob of the national committee on the matter, and has also made a preliminary canvass in Boston with the idea in view of estimating how much money could be raised for the convention.

CURLEY IN FAVOR

Mayor Curley and some of the representatives of business organizations are represented to be enthusiastic over the proposition.

A canvass is to be made of members of the national committee to determine whether they would favor Boston.

Quinn pointed out in his letter to Chairman Raskob that Boston was ideally situated to take care of the convention, with plenty of hotels and one of the finest convention halls in the country. He emphasized the closeness of the resorts on the north and south shores and the historical interest for visitors in Boston and surrounding cities and towns. The national committeeman also stressed the importance of holding the convention in Boston from a political viewpoint, recalling that the State had been carried by Governor Smith in 1928, and that it was certain to be a battleground in 1932.

"I feel encouraged over the reception which has been given my idea of holding the Democratic National convention in Boston," said Quinn last night. "If the convention is to go to the North or East, certainly Boston is the place to hold it. There can be no more delightful convention city in the summer months, in the entire country.

Means Big Guarantee

"Of course, as a practical proposition, it would require a large guarantee. It has always been the custom of both national parties to take care of their deficits in part from the contributions made by convention cities. In the last Democratic convention, held in Houston, the money was raised and largely contributed by Jesse Jones. The amount was well over \$100,000.

Globe 6/26/31

POLICE AND TRAFFIC MEN CALL TRUCE IN BACK BAY SIGNAL PLAN

Acting Commissioner Hurley Says New System Works Splendidly—Hultman Goes to Summer

Home in Best of Humor

Uncensored news from the territory in which the new traffic signal system is located in the Back Bay and South End indicated last night that a truce has been declared between the police and traffic departments.

John F. Hurley, Acting Traffic Commissioner, admitted that he had spent the day along the route of Unit 2, as the newly-installed system is known, and found that the police had been tagging parked cars and that the traffic had not been hampered by them during the day.

The acting commissioner also declared that the traffic signals worked splendidly.

Police Commissioner Hultman, on

whom all the heavy artillery of the traffic department was trained Wednesday, journeyed down to his shore home at Duxbury early in the evening in the best of humor.

Deputy Supt Goode, who has charge of the police end of the traffic work, said he had made a tour of the Back Bay and South End and found everything quiet along the entire front.

Traffic Commissioner Joseph A. Conry, who went to Halifax to cement American-Canadian relations by presenting a Kiwanis convention a silk flag on behalf of Mayor Curley, had not been heard from up to midnight.

It was intimated by Traffic Commission officials that hostilities will be resumed when Commissioner Conry returns from Nova Scotia.

TRAVELER 6/26/31

L STREET BATH CHARGE URGED

Lynch Proposes Fee of 25 Cents for Non-Resident Users

"The merchants of Boston would be well repaid if they took a substantial interest in bringing this convention to Boston. The people who attend national conventions are usually a good spending crowd. Boston offers attractions which no other city in the country can advance, particularly in the summer time, and I am of the opinion that thousands of people would come here and that all northern New England would share in the benefits.

"As yet, I have only engaged myself in the preliminaries, having written to Chairman Raskob about the possibility of holding the convention here. My understanding is that there is a good feeling existing in the national committee itself toward the idea of holding the convention in Boston."

In the past, cities have bid as high as \$250,000 for the national convention. This was the figure offered by San Francisco four years ago.

Under a plan proposed to Mayor Curley and the city council yesterday, Councilman William G. Lynch of South Boston would establish a fee of 25 cents for every non-resident of Boston who uses the new \$400,000 L street bathhouse and would identify residents of the city by cards and photographs.

Councilman Lynch said that scores of complaints had convinced him that some discrimination between residents and non-residents was justified as well as necessary to prevent the development of conditions which would extend to non-residents privileges which South Boston men say should not be enjoyed.

MAYOR REVIEWS CADET REGIMENT

First Corps Parades on
Common After Inspection
By City Executive

HISTORY OF UNIT LAUDED BY CURLEY

Mayor Curley added a sonorous note last evening to the general acclaim of President Hoover's moratorium plan. After the review on the Common that the first corps of cadets tendered him, in accordance with their yearly custom, he said:

"Every thinking individual must have a profound appreciation of the courageous step taken recently by President Hoover regarding the suspension of payments for war debts, both principal and interest, even though for only one year. Every thoughtful individual knows that this means ultimately the abandonment of any attempt to collect these obligations."

The mayor previously had said "eternal vigilance is the price of liberty today just as truly as in the great Washington's time. It will be necessary just as long as every nation in the world owes us vast sums of money. Every thoughtful person realizes that this money can be collected, in the last analysis, only by recourse to arms. Every sane individual believes that the collection of the monies owed America is not as valuable as the lives of American citizens."

He addressed these words to the cadets, who were paraded in his honor as the 211th coast artillery, anti-aircraft. The corps, as it is historically known or the regiment, as it is designated in the Massachusetts national guard of today, was drawn up in close order, on battery front, after he had taken the review. A large crowd gathered about the close drawn lines to see the spectacle and hear the mayor.

He was presented by Lt.-Col. Harry L. Spencer, commanding the caueus, and in his remarks complimented the corps on the sacrifices of time and opportunities for enjoyment that its members have made and constantly make to keep the organization in the state of efficiency that is its boast. He praised its "more than two centuries of high and commendable service that are as historic, and of which Boston is as proud, as Faneuil hall or the Old North Church."

He warned his hearers against "the pacifists—even preachers and educators—who would have us believe that we could have an Eutopia here over night, and in the attempt to create one would destroy the best and most courageous example of free government the world has ever known."

He then declared that "eternal vigilance is the price of liberty today" and added his tribute to the "courageous step" of President Hoover. He concluded by saying:

Comr. Long on Air Urges Pressure To Pass Airport Loan of \$1,250,000

Park Commissioner William F. Long appealed by radio yesterday for support of the \$1,250,000 airport development loan order which the city council will consider Monday.

In an address restricted to a description of the airport and the need of the development which it is planned to make with funds obtained by the loan order, to which the city council, by the minimum vote possible, has given a first reading, Commissioner Long asked listeners to put pressure on city councilmen to vote for the final passage of the order.

On the basis of the vote June 15, Mayor Curley must hold his 15 supporters to prevent the defeat of the airport project. Opponents among the councilmen plan to contrast Monday the disinclination of the mayor to approve the appropriation of money for new school construction with his alleged unwarranted generosity in urging the allocation of money for airport improvements.

Commissioner Long argued yesterday that if the airport is to progress, immediate enlargement is necessary and he emphasized its potential value in the event of war. He argued that the business of the city would benefit from development.

In criticising the judgment of opponents of a \$1,250,000 expenditure and discussing their belief that an appropriation should be limited to less than one-half that sum, Commissioner Long credited Mayor Curley with the information that identical sentiment prevented Boston from becoming the automobile manufacturing centre of the United States.

He likewise recalled the refusal of capital to establish the rayon industry in Massachusetts textile cities and set up the claim that such short-sightedness has been disastrous to the industrial prosperity of New England.

HERALD 6/26/31

REAL ESTATE MEN ON ANNUAL OUTING

Massachusetts Exchange Holds Sports at Sandy Burr

About 350 real estate brokers attended the annual outing of the Massachusetts Real Estate Exchange at the Sandy Burr Country Club yesterday.

The first prize in the golf tournament was won by Mayor Curley and his son, Leo, who defeated Edmund L. Dolan, city treasurer and John Martin, former president of the exchange, in a foursome.

A baseball game was won by the team captained by David B. Church. The men's quoits singles was also won by David B. Church and the quoits doubles was won by Edward Hopkins and Frank Connerton.

The mixed three-legged race was won by Charles Robinson and Pauline Hopkins. The nail-driving contest for women was won by Mrs. Thomas Hughes and the women's shoe race by Pauline Hopkins. Following the sporting event a dinner was held. John P. Burns, president of the Massachusetts Real Estate Exchange, presided at the dinner. The speakers were Mayor Curley, Mr. Martin, former Mayor Harry Monks of Fall River and Thomas C. Hernandez, general chairman.

Ghode 6/25/31

1ST CORPS CADETS HOLD ANNUAL REVIEW AND HEAR MAYOR CURLEY FLAY PACIFISTS



MAYOR CURLEY INSPECTING THE 1ST CORPS CADETS AT THEIR ANNUAL REVIEW ON BOSTON COMMON YESTERDAY.
ESCORTED BY COL H. L. SPENCER AND STAFF

"While European countries train military forces," declared Mayor James M. Curley last evening, pacifists and pacifistic preachers in this country are gradually stripping the Nation of all its defenses, and have even attacked our protective bodies in their foundation—the military training of the youth of the land."

He spoke to four batteries of the 1st Corps Cadets at their annual review before the Mayor on the Boston Common parade grounds, a ceremony which was delayed this year by the absence of the Mayor in Europe.

Prior to the Mayor's appearance upon grounds, the column of cadets, 300 strong, marched upon the field, led by Lieut Col Harry L. Spencer. The corps band was followed by Battery B, Capt James Biggar; Battery A, Capt George A. Marquis; Battery H, Capt Norville L. Millemore; Battery F, Capt

Stanley Juthe, and the headquarters and medical detachment, led by Lieut H. Benson Fenwick.

Mayor Curley, who was escorted from City Hall by Capt Jonathan W. French, formerly an officer in the corps, was met at the field by Lieut Col Spencer and his staff, composed of Maj Raymond Fales, Adj't Oscar Bohlen, Capt Leroy E. Perkins, Capt Raymond Lang, chaplain, and Lieut Chester B. Cutler.

While the batteries stood at attention the Mayor walked with the staff to the reviewing stand. The corps then formed a hollow square before the Mayor and held it while he delivered his address.

Mayor Curley gave a short history and commendation of the body, mentioning that it had been formed 50 years before the birth of the United States.

He then launched an attack upon pacifists in the Nation who, he said, had already partially succeeded in

their attempted crippling of the Army and who were now about to seek the dissolution of the Navy.

"Eternal vigilance is the price of liberty now, as it was a century and a half ago," he said. "The gates of Utopia are not yet opened, and that means that there are still tasks to be performed by such bodies as the one I am addressing.

"It will be seen to be true that, in the last analysis, the debts which all the other countries in the world owe us can be collected only by force. "Every thoughtful person must have a deep appreciation of President Hoover's heroic step in canceling the payments on debts of foreign Powers, even if only for a year, and every thoughtful person must see that this means ultimately abolition of all attempts at collection of these debts."

After the address the Mayor was escorted from the field by Lieut Col Spencer, and the corps held its regular evening parade.

HERALD 6/25/31

POLICE TRAFFIC CONTROL HIT BY POSTAL POWERS

Unable to Move Mail Vans
Is Charge—Rourke Bitter
ly Assails Hultman

DECLARER PARKING RULES NULLIFIED

Cites Specific Cases—Seek-
ing Publicity, Head of
Department Says

Police regulation of Boston traffic was under fire from two sources yesterday closely following a complaint of postoffice authorities that the movement of mail is hampered. Acting Traffic Commissioner Joseph A. Rourke insisted that traffic throughout the city is snarled because of "complete lack of co-operation" from Police Commissioner Eugene C. Hultman.

Rourke, traffic commissioner in the absence of Joseph A. Conry, charged the police commissioner with failing even to attempt to eliminate illegal parking. In addition, Hultman repeatedly has nullified traffic commission rules by filling restricted areas with taxicab stands, Rourke declared.

MAIL TRUCKS BLOCKED

That Rourke has succumbed to "the lure of publicity" was the sharp retort from the police commissioner, who said that the acting traffic commissioner should appeal directly to the police department, instead of complaining to the newspapers.

Delay in handling mail at the Back Bay postal station, two buildings away from police headquarters on Stuart street, aroused the ire of federal authorities. They insisted that the thoroughfare was so blocked with heavy trucks and parked cars that at times yesterday it was almost impossible for mail trucks to get through.

Fearing interruptions of the night schedule of European, New York and western mails, a complaint was made to Superintendent of Police Michael H. Crowley. The mail congestion was made greater by the tearing up of the east end of a private way through which the trucks ordinarily leave for Stanhope and Clarendon streets.

As the result of the federal officials' complaint a police officer was stationed at the entrance to the postal station.

Rourke asserted that parking in restricted zones along the recently signalized Massachusetts avenue area is practically unmolested, seriously impairing the efficiency of the signal lights. His statement follows:

VIOLATING RULES

If the police commissioner would take a ride through this district and see the great number of vehicles standing beside no parking signs, he would surely realize that the police department under his administration is not functioning.

It was specifically stated that the intersection of Beacon street and Massachusetts avenue is accommodating capacity traffic. It was further stated that the police officer at this intersection must see that no vehicles are parked on Beacon street during the rush hours. Last evening a vehicle stood in Beacon street during the entire rush hour, blocking off completely one line of traffic leaving downtown, reducing by one-third the number of vehicles that could pass through the intersection of Beacon street and Massachusetts avenue.

At this intersection, the left turn from Beacon street toward Harvard bridge is allowed only when the left arrow is on. If vehicles making this left turn proceed at any time, they cause a tie-up. This happened several times last evening and the police officer made no attempt to stop this illegal movement.

In Massachusetts avenue between Marlborough street and Beacon street there were seven cars parked on the no parking side of Massachusetts avenue during the entire time of the evening rush. The same situation prevailed at Boylston street and Massachusetts avenue. At every intersection of the new unit 2 system, there was illegal parking and in some cases double parking that interfered seriously with the proper movement of vehicles.

The police officer was requested to assist in moving the left turn street car movement from Columbus avenue into Massachusetts avenue during the rush hour. No attempt of any kind was made by the officer at this intersection to assist in any way. There was confusion to the highest degree.

The Boston traffic commission adopted an alternate no parking rule in Massachusetts avenue and immediately the police commissioner established 26 taxi cab stands in the no parking areas. How can the congestion be relieved if the police commissioner continues to nullify the no parking rules by filling up the streets with taxi stands?

LURE OF PUBLICITY

Rourke's statement was read over the telephone to Commissioner Hultman at his Duxbury home last night by Bernard P. Scanlon, the commissioner's secretary. Scanlon made public the following reply:

Until I have an opportunity to read and consider the prepared statement of Acting Commissioner Rourke, I cannot comment upon it in detail. From what you have read to me over the telephone, it would seem that the lure of publicity has captured the judgment of the acting traffic commissioner.

Perhaps he does not know that, at the request of the traffic commission last year, an officer of rank in the police department was assigned to act as "liaison officer" in

order to facilitate prompt action on questions involving the two organizations. This action was taken before Mr. Rourke publicly announced his intention not to attend meetings of the traffic commission, so he should have knowledge of it.

In this instance, the acting traffic commissioner evidently did not see fit to tag up either with the liaison officer or with me the trouble that seems to give him so much concern.

If the acting traffic commissioner prefers to use the newspapers instead of the regular organization already set up to provide prompt action, I cannot help it. All that I can say at this time is that whatever the reason for his inability or refusal to co-operate with the police in this respect, the police will continue to perform their full duties.

20 LEGION POSTS HOLD BIG PARADE

Norfolk County Units Stage
Event During Brookline
Membership Drive

A parade and mass meeting by the American Legion posts of Norfolk county was staged in Brookline last night in connection with a membership drive by the Brookline post. Known as the Norfolk county flying circus, more than 20 posts participated in the colorful ceremonies.

All posts joined at Coolidge Corner and marched to the town hall where they were reviewed by Mayor Curley, officials of Brookline and by legion state department officials. Members and guests then marched into the hall.

The greetings of Brookline were extended by Selectman Philip G. Bowker, who was introduced by Paul Bernier, commander of the Norfolk county council. Comdr. James Henderson of the Brookline post presided.

Besides Mayor Curley, who urged all who are eligible to join the legion, the speakers included State Commander Richard F. Paul and the Rev. John N. Barnet of Oshkosh, Wis., national chaplain of the legion, who declared members in 20 states he had visited since the convention here last fall expressed their appreciation of the hospitality shown in Boston.

CUBAN PROMENADE URGED FOR STRANDWAY

A promenade patterned after the prado in Havana will replace the plantation between the roadways of the Strandway, South Boston, if the plans of Mayor Curley materialize. The impossibility, because of the destructive activities of boys, of growing either grass or trees in the plantation has convinced the mayor that some other improvement should be attempted, and the impression which the prado at Havana made on him led to his suggestion yesterday, to the planning board of the park commission to study the

FITZGERALD HITS SPLIT IN PARTY

Ex-Mayor Says Presiden-
tial Backers Engender
Row in State

THINKS ELY MAY WELL QUALIFY

John F. Fitzgerald, former mayor, deplores the disposition of outstanding members of the Democratic party in this state to sponsor or support rival "choices" for the party's nomination in the presidential campaign of next year.

Nothing but discord and discontent within the party can come from such a source, says Mr. Fitzgerald, and he gives as one of the reasons why Massachusetts party leaders should pull together, "that we've got a Governor of our own who may be of presidential size."

Mr. Fitzgerald's observations on this and other subjects were given in an exclusive interview at his home, 39 Welles avenue, Dorchester, last night. Following an illness, which has kept him to his home for nine weeks, the former mayor, though still quite weak, is able to be about again, but by doctors' orders must "take it easy" and deny himself to visitors for quite some time yet.

He consented to make a single departure from the doctors' injunction long enough to give The Herald an interview, which contained interesting viewpoints on several aspects of political and economic trends.

In the course of the interview Mr. Fitzgerald made known that as far as active participation in politics is concerned, that is as a candidate for office, he is now "out of it," though expecting to continue to exert his influence in the party councils.

"As far as I can see now," he said, when queried as to any political ambitions, "I'm all through. But of course I'll sit on the side lines the same as ever and give counsel and be of any help I can, consistent with my health. Right now I think it's time somebody advised against the dangers of strife lurking in the promotion of rival candidacies for the presidential nomination.

"I don't like to see Massachusetts engender any row between two New York men, Al Smith and Gov. Roosevelt, through the setting up here of rival factions and backers of their potential candidacies. What we'd ought to do is sit back for the time being and let the situation develop itself, not deliberately make trouble by stirring up trouble within our own ranks. We ought to keep our lines together and preserve harmony right now if ever there was wisdom in such a policy. Moreover, in my opinion, we've got potential presidential timber right here on Beacon Hill in the person of Gov. Ely."

Mr. Fitzgerald mentioned no names in his warning against "rocking the boat," but unquestionably had in mind

the espousal of Al Smith's and Gov. Roosevelt's causes for the presidential nomination by Senator David I. Walsh and Mayor Curley, respectively.

He had the warmest sort of praise for President Hoover's action in proposing a one-year moratorium on all inter-governmental debts. "I think the President did an admirable thing," he said, "because in all the discussions of the depression which I have read since it started it has been clear that the world looked to this country for leadership, and we know that this conception has been true. This is the first ray of suns visible in three years, and I don't know that there has ever been a time in history when one man, in the person of President Hoover, has been able to make such a contribution to the relief of a distressed world. I think that following the adoption of this proposal there will be an intelligent effort made to settle the reparations question which has done a lot to keep the world back and disturb the economic equilibrium."

Mr. Fitzgerald said he has been surprised at the unwillingness of Great Britain to correct the disturbance caused by the demonetization of silver, inasmuch as she is more affected by it than any other country. "It is my own opinion," he said, "that Great Britain, led by Philip Snowden, has deliberately demonetized silver, so as to place us in just the position we are in and cause us to do something toward ameliorating reparations and relieving the worldwide depression.

"Mr. Snowden caustically criticized the stock market condition here a few years ago, because we had gobbled up all the free capital of the world, and I am of the opinion that Great Britain felt that by demonetizing silver it could deprive us of our market for cotton and other exports and thus bring us to a position where we would have to do something to help out in the general situation."

This country is a "long way off" from getting back to normalcy, said Mr. Fitzgerald, what with "50 or 60-cent wheat and eight or nine-cent cotton." As illustrating the condition of affairs he pointed out that the farmer's income from his products is now 14 per cent. lower than in 1913, which was the closing year of Mr. Fitzgerald's administration.

He declared that since that time the operating costs of the city of Boston have doubled—a situation which he said is basically unsound and should be corrected either by reducing expenditures or increasing the income of the farmer.

"Of course this cost of municipal operation can't go on," he said, "as Boston is supported chiefly by taxes on real estate, and real estate is supported by working people who if they are not able to sell shoes or other things to the farmer, can't pay their rent. And, of course, it is from rent that taxes come. The importance of this disparity in the farmer's income is vital in view of the fact that the chief wealth of the country is derived from farm products and minerals."

The former mayor lauded Gov. Ely's action in appointing a committee for the stabilization of employment. He was of opinion that adequate preparation ought to be made now for whatever conditions have to be faced next winter, and favored a state-wide survey which would insure proper assistance to every individual and family in need.

Mr. Fitzgerald, although betraying but slight loss of weight, showed in his drawn face the signs of his recent illness. A prolonged siege of bronchial pneumonia was followed by a stomach disorder from which he has not yet completely recovered. He plans to take an extended rest, possibly going abroad or to his summer place on Cape Cod

150 REAL ESTATE MEN IN BIG OUTING TODAY

Annual Event of State Exchange to
Be Held at Wayland

More than 150 real estate men are expected to attend the annual outing of the Massachusetts Real Estate Exchange today at the Sandy Burr Club, Wayland. Mayor Curley and Lt.-Gov. Youngman have been invited to be present and address the dinner meeting in the club tonight.

Clement Hernandese is chairman of the outing committee, assisted by John T. Scully, Robert T. Fowler, David B. Church and Edward L. Hopkins. Chairmen in charge of golf, quoits and other events include: John T. Burns, president of the exchange; Frank P. Evans, Charles A. Hall, Susan T. Ester, W. Harry Monks, Frank S. Lane and Howard H. Davenport.

John Martin, president of the exchange trust, will be the toastmaster at the dinner.

CHUBB 6/25/31

"PRADO" SUGGESTED FOR SOUTH BOSTON

City Planners Asked to
Consider Havana Plan

The necessity of the development of a prado at the South Boston Strandway on the lines of the one in Havana was yesterday called to the attention of Frederic H. Fay, chairman of the City Planning Board, by Mayor Curley. In its present condition, because of the crowds gathering at the Strandway, it is difficult to grow trees, and almost impossible to grow grass.

Mayor Curley's letter to Mr. Fay follows:

"The most serious problem in connection with the development of the Strandway, South Boston is represented by the plantation which is utilized by the public to such an extent that it is extremely difficult to grow trees and almost impossible to grow grass.

"Upon a recent trip to Havana, I was greatly impressed by the possibilities for South Boston that are contained in what is known as the 'prado,' where, with proper ornamental iron and concrete fences and terrazzo flooring, one of the most beautiful developments to be found anywhere is utilized to 100-percent capacity by the people. The probability is that the installation of a 'prado' at the Strandway, South Boston, would represent an expenditure of more than \$250,000, and that some development equally as attractive and more serviceable might be installed for a less cost.

"In any event, I would greatly appreciate an early conference between Mr. Shurtleff, the Park Commission and yourself, after you have studied the matter with a view to considering some such installation in order that we may enhance the beauty of the Strandway from the aesthetic standpoint in the same manner that it has been developed from the utilitarian."

Post 6/25/31

ROURKE ASSAILS POLICE SERVICE

Says Department Not Functioning Under Hultman--Illegal Park- ing Is Allowed

The Boston police department is not functioning under Commissioner Hultman it was charged last night by Public Works Commissioner Joseph A. Rourke, acting traffic commissioner. In a public statement Rourke declared that police have failed to halt illegal parking in the Back Bay, and charges there is a "complete lack of co-operation."

HITS TAXI STANDS

Moreover, he severely criticised Commissioner Hultman's granting of taxi stands in Massachusetts avenue, Back Bay, which he charges seriously tie up traffic and were issued after the traffic commission had restricted parking there.

Refusal of Hultman to issue tags to traffic policemen, allowing of motorists to ignore traffic signal lights with impunity and failure of traffic officers to assist in traffic movement on bad corners were among other charges made by Rourke.

Many instances of police failure to uphold the law were quoted in the statement. Commissioner Hultman was advised by Rourke to take a ride through the system and observe conditions. He charged that police had ignored the list of instructions issued by the traffic commission on how best to handle traffic in the new signal light system in Massachusetts avenue.

Illegal Parking

Commissioner Rourke said that parking in restricted areas is prevalent throughout the signalized area and seriously interferes with the proper operation of the traffic signals and that no attempt is being made to eliminate this illegal parking.

His statement was: "If the police commissioner could take a ride through this district and see the great number of vehicles standing beside no parking signs, he would surely realize that the police department under his administration is not functioning. Traffic officers are standing idly by at intersections with numbers of illegally parked cars in the immediate vicinity. These officers cannot tag the cars because they have no tags. The police commissioner will not allow traffic officers to place tags on cars, but insists that this be done by route officers. Traffic officers are specially trained in matters of traffic and have a complete knowledge of

the traffic rules. Route officers have had no special training and have only a superficial knowledge of traffic rules. It seems absurd to have specially trained men standing by watching other men without special training do a work which required special training.

"The traffic commission has always co-operated with the police department when new signal systems were being placed in service. Prior to the inauguration of both the Unit 1, downtown system, and the Unit 2, Massachusetts avenue, system, specific instructions regarding operation of these lights were submitted to the police commissioner. This was done as a matter of routine in order to insure complete co-operation of the activities of the two departments and particularly to acquaint the police department fully with the operations of the signals.

Parked During Rush

"In Massachusetts avenue between Marlborough street and Beacon street there were seven cars parked in the no parking side of Massachusetts avenue during the entire time of the evening rush. The same time of the evening at the intersection of Boylston street and Massachusetts avenue. At every intersection of the new Unit 2 system there was illegal parking and in some cases double parking that interfered seriously with the proper movement of vehicles.

"The Boston Traffic Commission adopted an alternate no parking rule in Massachusetts avenue and immediately the police commissioner established 26 taxi stands in the no parking area. How can the congestion be relieved if the police commissioner continues to nullify the no parking rules by filling up the streets with taxi stands?

"It is time the citizens of Boston realized the difficulties under which the traffic commission is working. It is absolutely essential that the police department co-operate with the traffic commission if there is to be any relief of the present most undesirable conditions."

Seeking Publicity, Says Hultman

In answer to Acting-Commissioner Rourke's blast, Police Commissioner Hultman had the following to say:

"Until I have an opportunity to read Acting-Commissioner Rourke's prepared statement of comment upon it in detail, I cannot say that the lure of publicity has captured my judgment of the acting traffic commissioner.

"Perhaps he does not know that at last year an officer of rank in the police department was assigned to act as

liaison officer in order to facilitate prompt action on questions involving the two organizations.

"This action was taken before Mr. Rourke announced publicly his intention not to attend meetings of the traffic commission, so he should have full knowledge of it. In this instance the acting traffic commissioner evidently did not see fit to take up, either with the liaison officer or with me, the trouble that seemed to give him so much concern. If the acting traffic commissioner prefers to use the newspapers instead of the regular organization already set up to provide prompt action, I cannot help it. All that I can say this time is that whatever reason for his inability or refusal to co-operate with the police in this respect, the police will continue to perform their full duties."

Post 6/25/31

Curley Praises Hoover for Stand on War Debts



MAYOR REVIEWING FIRST CORPS CADETS

Before 15,000 on Boston Common yesterday afternoon Mayor Curley reviewed the First Corps of Cadets, in observance of a traditional custom. Standing to the right of the Mayor is Lieutenant-Colonel Harry E. Spencher. To the left of the Mayor is Captain Jonathan W. French.

Mayor Curley was outspoken in his praise of President Hoover, late yesterday afternoon, in addressing the First Corps of Cadets in his annual review of the outfit on the parade grounds of Boston Common before a crowd of 15,000 people.

He declared the nation should have a profound appreciation for what he termed the courageous step taken by President Hoover in urging suspension of the payment of reparations, both interest and principal, for one year. He declared any sane person should realize that the only way to collect such debts would be by recourse to arms, and that the lives of American citizens are more valuable than the money owed this nation by foreign powers.

"Every thoughtful individual must know that this step of the President must ultimately mean the abandonment of any attempt to collect these obligations," he declared.

He rapped educators and preachers, stating that they are preaching a doctrine of pacifism in the schools and from the pulpits and, not satisfied with virtually scrapping the army, are intent upon seeing the navy abolished. He told his hearers that even more

so than in the days of George Washington the price of liberty is eternal vigilance.

He complimented the First Corps of Cadets upon their contribution to the nation, and stated the outfit was on a par for historical significance with Faneuil Hall and the Old North Church.

DEMANDS \$1,250,000 FOR AIRPORT WORK

Demanding the appropriation of \$1,250,000 to complete proposed improvements at the East Boston airport, Chairman William P. Long of the Park Commission last night called upon the voters of the city to exert pressure on their city councillors to vote for the loan order in that amount at Monday's council session.

Speaking over Station WNAC through the City Hall microphone, Chairman Long insisted that the full amount was necessary to give Boston the greatest airport in the world from the standpoints of aviation business and national defence.

CURLEY HONORS NAME OF HUMPHREY O'SULLIVAN

LOWELL, June 24—Mayor James M. Curley of Boston, in a message of sympathy to the O'Sullivan family received today, paid a glowing tribute to the memory of Humphrey O'Sullivan, prominent business, religious and political leader, who died Monday and whose funeral will be held tomorrow.

RECORD 6/25/31

Curley Says Business Men Have 'No U.S. Spirit'

Denouncing Boston's leading business establishments for keeping open on holidays, Mayor Curley last night accused the business men of having "no American spirit" in an address at a membership rally of Brookline post

A. L. in Brookline town Hall. Other speakers were State Commr. Richard F. Paul and Rev. Joseph N. Barnett, national Legion chaplain.

TRANSCRIPT

6/24/31

Joker in Head Tax Law Stirs City Officials

Must Pay State Amounts Assessed for Old Age Aid, Including Uncollectable

By Richard D. Grant

Fresh trouble confronts the Old Age Assistance Act because the way in which the statute recently passed, imposing a head tax of \$1 on each male resident of the Commonwealth, is worded compels the cities and towns to pay over to the State treasurer on Oct. 5 next an amount equal to that represented by the number of male polls assessed, regardless of whether they are able to collect all of the money or not. This situation, although recognized when the act was put through by members of the special committee on conference which drafted it, is explained on the score that it was better to pass an imperfect statute than to do nothing and have the Old Age Assistance Act become inoperative through lack of financing.

It has aroused the ire of city and town officials all over the State and probably will be gone into thoroughly at the next meeting of the Massachusetts Mayors Club, although Mayor Curley has not as yet made any public comment upon it.

Corporation Counsel Samuel Silverman did not mince words today in condemning the action of the legislators, by which the city of Boston must pay to the State the sum of \$400,000, or \$1 for each assessed poll, within three months, notwithstanding the fact that it will be unable to collect more than \$265,000, allowing for the usual percentage of uncollected poll taxes.

"If the Legislature had taken our suggestion when it drew that law the last day of the session and had incorporated the phrase 'if collected' in the section relating to the payment of money to the State treasurer, this difficulty would not now arise," declared Mr. Silverman. "Of course it was obvious that they did not believe we would try to collect all the assessed taxes if such a change was made, but I have always had the impression that that it was proper to assume that the cities and towns would do their utmost to collect such taxes, instead of taking the attitude in advance that they would be slack about it. It would not be good reasoning to assume that a city would not try to collect its poll taxes and inasmuch as this head tax is a part of the poll tax bill, how can it be said that the municipal authorities would purposely be delinquent?"

"The Old Age Assistance Law was supposedly enacted to assist cities and towns in their welfare work. The way this financing act works out, however, really penalizes the local Governments. We've got to pay over that \$400,000 in October and then wait until a year from that date to receive any rebate from the Commonwealth. Then, after paying to the State Treasurer what amounts to four-fifths of the whole amount which it is estimated by the State tax commissioner,

Boston will need under the act, it will only be able to get back a third of the whole. The State will profit by the difference between the two figures."

Boston Set Aside \$500,000

Many of the cities and towns throughout the State made appropriations in their budgets in anticipation of the Old Age Law, the city of Boston setting aside \$500,000 for the purpose. If this is a true estimate of the amount necessary to administer the law and the money is used, the State Treasurer will pay back one-third, or approximately \$167,000 on Oct. 5, 1932. It is the difference between this figure and the \$400,000 called for in the financing act, to which Corporation Counsel Silverman had reference.

Mr. Silverman criticized the estimates of the amounts necessary, holding that if Boston's share is \$500,000, it will not cost \$3,500,000, as anticipated by the State Department of Public Welfare, to carry out the provisions of the law throughout the whole State. He believes that, outside of this city, the calls for assistance will not be as large as this figure would seem to justify.

Representative A. B. Casson of Boston, who was chairman of the committee of conference, which agreed to the final compromise adopted, said today that the committee was aware that the law was not all that was to be desired, recognizing its shortcomings in this particular respect, but felt that it was better to pass it as it was than to risk the chance that nothing at all would be done because of attempts to amend it further.

"The Legislature had seemingly argued the matter from all possible angles, when we sat down to confer on the head tax bill," said Mr. Casson. "We felt that in the form in which it was finally passed and approved it would get by, but having in mind the numerous objections that had been raised in both branches, we realized that further changes might endanger all chance of passage. It was better in the minds of the members of the committee to pass an imperfect bill than to do something that might prevent the enactment of any and thus render the Old Age Assistance Act inoperative.

"Personally, I think the head tax is the ideal tax for the purpose. It is reasonable to assume that changes will be made in the future which will render the law now on the books more of a pension law than it is in its present form. Possibly the age limit will be reduced from seventy to sixty-five years and even lower. When that time comes a head tax paid by every person will be in the nature of insurance against poverty in his declining years and a more equitable and reasonable one I do not believe can be found."

It was pointed out by Mr. Silverman that although there is a section in the recently enacted law providing for a return by the tax commissioner's authority of amounts certified as uncollectible, it is so far from being effective as to be of no practical value.

"The city and town authorities must take an oath before the tax commissioner that they cannot collect taxes from certain specified persons. This will make it necessary to obtain full information in each case, something that is practically impossible. Many times a tax is collected months after it is due and it is the hardest thing in the world to say offhand, or even in what most people would consider a reasonable length of time, which taxes are collectible and which are not."

Globe 6/24/31

34,000 GALLONS OF WATER PER MINUTE

Pumping Exhibition for Visiting Chiefs

New England Association Opens Ninth Annual Convention Here

The greatest volume of water ever thrown in this part of the country, poured from the nozzles of guns, on two fireboats, two water towers, two double-gun hose wagons, and 10 small hose lines lashed to the railing of the Congress-st Bridge last night during a demonstration staged by the Boston Fire Department for the benefit of the New England Association of Fire Chiefs, which opened its ninth annual convention in this city yesterday.

The records on the charts in the two high-pressure pumping stations recorded a volume of 12,000 gallons of water a minutes, while the two boats and a number of land pumping engines added 22,000 gallons for a total of 34,000 gallons flowing into the harbor every minute for more than half an hour.

Special Demonstrations

The spray from this water formed a veil that hid from the view of spectators the fireboats working less than 200 feet away. Fire Commissioner Edward F. McLaughlin, after the land lines were shut down, had the boats put on a special demonstration which greatly interested the nearly 5000 men and women who braved the rain to witness the show.

Following the water show, Chief Fox and Supt of Maintenance Williamson, put on a demonstration of the light wagons and also the new smoke ejecting machine. In the latter demonstration, regular Army smoke bombs were used in a big manhole for the machine to work on.

The demonstration brought to a close the convention activities for the first day, which opened at 12:30 p m with a concert for more than an hour by the Boston Fire Department band on the steps of the Boston Public Library, opposite the Copley Plaza where the convention headquarters are located.

Convention Session

The convention session was opened shortly after 2 o'clock by Selden R. Allen, chief of the Brookline Fire Department, president of the association. Mgr Francis A. Burke gave the invocation.

Because of inability of Mayor James M. Curley to visit Paul Revere Hall, Mechanic's Building, where the business session, will be held, Fire Commissioner Edward F. McLaughlin represented the Mayor, welcoming the visitors, there being nearly 1000 men and women in the hall at the time.

After expressing the pleasure of both Mayor Curley and himself, at the large number of visitors, Commissioner McLaughlin called on all the chiefs of Fire Departments in the State to make a concerted drive to have the spring bill of Mayor Curley enacted into

TRANSCRIPT

6/24/31

\$4,000,000 May Be Asked for Boston Harbor

Curley Expects Great Program by October — Seeks Aid of All Interests

Addressing more than one hundred representative business men at City Hall today, called together for organization in the interests of the October congress of the Atlantic Deeper Waterways Association to be held in Boston, Mayor Curley remarked that he expected that the Port Authority's program would be ready at that time and that it would embrace total needs of \$4,000,000.

The mayor's appeal was for the hearty co-operation of all local interests for the development of the port of Boston, concerning which he painted a rosy picture of shipping filling the harbor and business pouring in from the West with the establishment of four-day sailings. Mr. Curley remarked that he had been given assurance by two steamship companies, the names of which he was not at liberty to divulge at present, that the revolutionary movement in shipping from the port with the greatly reduced time for European trips was in the immediate future.

"So gentlemen," the mayor remarked with a smile, "we must all get to work to push this great movement over. We have never found it difficult to raise money for educational or humanitarian movements, but we have found it impossible to develop to any large extent a healthy spirit in the activities of the city. We can discover plenty of criticism, such as that of the real estate exchange with regard to tax assessments, but as for good, sound, constructive criticism and agitation there is little.

"I have arranged to have the city departments work with the Boston Chamber of Commerce, the Port Authority and all other agencies which are interested in the development of commerce and industry. Months ago I asked the Port Authority to draft a program for Massachusetts Bay improvements to be presented to Congress in December. I assume that they want \$4,000,000. As a rule, you know, Boston gets a very trivial proportion of what it needs from Washington, while little known rivers and harbors in other parts of the country are specially favored.

"No agency is better equipped than the Atlantic Deeper Waterways Association to handle our port problems. The October convention to be held in Boston, in which the city is assisting financially, should prove of the greatest importance. When the convention sits the Boston program will be ready and we shall have a most illuminating discussion of our needs with all of the authority of a great, representative body of men behind it."

Speaking of his return from Europe on the Leviathan, the mayor said he had talked much with the commander who spoke of plans for taking the vessel to Newport News, Va., twice a year for repairs because of the shallow water

near the Army Base, South Boston, and the treacherous Middle Ground of the harbor. The mayor had consulted with the State Department of Public Works on the Army Base dredging and learned that the cost would be about \$500,000.

Proceeding with a general survey of business conditions, the mayor expressed his regret that Boston had not been possessed of men of sufficient courage and vision to secure the automobile, the radio and the rayon industries when they could have been secured. But, after all, the only hope for Boston commercially lies in the sea, he remarked, and Boston can get plenty of business if she goes out after it.

"And when I catch a glimpse of the trains coming from Chicago and other points west emblazoned with placards announcing four-day sailings for merchandise from Boston and a five-day journey to Europe from Chicago, I am extremely happy. Our day is coming, gentlemen, but in the meantime let us get busy under the most efficient of organizations and put our movement over with the greatest possible enthusiasm."

Mayor Curley, who was obliged to leave the meeting early, named John J. Martin of the Exchange Trust Company as chairman. He announced committees to handle the Atlantic deeper waterways convention. Mr. Martin was named chairman of the committee on arrangements to serve with the following-named: Gerrit Fort, Frank S. Davis, Chester I. Campbell, Harold F. Mason, John T. Scully, Harry S. Dowden, Clinton V. Sanders, William J. Fallon, Albert T. Gould, John F. Fitzgerald, Joseph I. Kemp, Captain Eugene E. O'Donnell, Edgar J. Rich, George E. Willey, William J. Young, Walter O. Luscombe, F. A. Mayberry, Francis A. Smith, Everett C. Hall, William Carroll Hill, Arthur L. Race, Bradbury F. Cushing, L. C. Prior, Allen J. Wilson, John M. Leonard, C. P. Dodson, William L. Kendrick, Arthur R. Corwin, James M. Woodhouse, Clarence S. Luettweiler, G. H. Voter.

Alton E. Briggs of the Fruit and Produce Exchange heads the committee on committees; Thomas J. A. Johnson, the entertainment committee; Gerrit Fort, the excursions committee; John J. Martin, the finance committee; Bradbury F. Cushing, the hotels committee; Carroll J. Swan, the publicity committee; Harry S. Dowden, secretary of the Cape Cod Chamber of Commerce, the reception committee, and Arthur J. Doyle, the transportation committee.

TRAVELER 6/24/31 CURLEY TO REVIEW CADETS TONIGHT

The first corps of cadets will give its annual review to the mayor of Boston at 6 P. M., today on the parade ground on the common. It will be followed by an evening parade. The ceremony was somewhat delayed this year by the absence of Mayor Curley in Europe. He will be escorted to the parade ground from the City Hall by Capt. Jonathan W. French, formerly an officer of the corps.

Post 6/24/31

OPPOSED TO NEW BUILDING

Dorchester Fails to Get Mayor's Approval

A delegation of 50 Dorchester residents yesterday failed to secure Mayor Curley's approval of their proposal to construct a new municipal building at Dorchester avenue and Gibson street, Fields Corner, which was authorized by the Legislature.

The Legislature was rebuked by the Mayor, who protested that it had denied the city authority to carry out necessary improvements, but had approved the erection of three new municipal buildings which he had not requested this year.

Although the Mayor months ago frowned on municipal buildings as causing an unnecessary jump in the tax rate at that time, the Legislature adopted special acts authorizing the city to build two in Dorchester and another in Charlestown.

To State Senator Joseph Finnigan of Dorchester, who served as spokesman of the delegation, the Mayor promised to consider the advisability of erecting a single municipal building this year. As a further step towards conciliation, the Mayor presented one of the precious blackthorn walking sticks to Captain Sullivan, one of the delegation, who was celebrating his 80th birthday anniversary yesterday.

LABOR AGENT WILL CONFER WITH MAYOR

Harry P. Grates, business agent of the Boston Central Labor Union, said last night that he will hold a conference with Mayor Curley at City Hall this morning in regard to a matter of importance dealing with an affiliated union. Agent Grates refused to make public the subject matter of the conference on the ground that it had been requested by the Mayor.

The executive board of the C. L. U. last night named a committee to confer with members of the Metropolitan District Commission at 3:30 o'clock tomorrow afternoon in relation to a grievance of members of Stationary Firemen's Union 3 over alleged discrimination against its members.

RECORD 6/24/31 Conry Presents Friendship Flag

Halifax, N. S., June 23 (AP)—James A. Conry, Boston Traffic Commissioner, today on behalf of Mayor James M. Curley, of Boston, presented to the Kiwanis Club of Halifax, a United States flag, offered "as faithful evidence of the enduring friendship between the people of Nova Scotia and Massachusetts."

Globe 6/23/31

SEEKS CITY BUILDING AT FIELDS CORNER

Large Delegation Calls on
/ Mayor Curley.

A large delegation of Dorchester residents seeking a municipal building for the Fields Corner District called upon Mayor Curley today with a view to forcing action.

The Legislature recently authorized three buildings, one for Charlestown and two for Dorchester. The mayor said he had not yet approved any of them, but said that he would give careful consideration to the matter.

Capt Michael Sullivan was with the delegation. It was his 80th birthday, and Mayor Curley presented him with the second last of the famous blackthorn sticks from Ireland. Mayor Curley said the last stick in the locker was going to the Ancients.

Globe 6/24/31

CONRY GUEST OF HALIFAX KIWANIS

Presents Silk Flag Sent by
Boston Mayor

Special Dispatch to the Globe

HALIFAX, N. S., June 23—Traffic Commissioner Joseph A. Conry of Boston, representative of Mayor Curley at the Gov Cornwallis memorial exercises yesterday, was today a guest of honor at the meeting of the local Kiwanis Club and presented to its members an American silk flag from the Boston Mayor.

He said in part:

"On behalf of his honor and as faithful evidence of a desire for eternal friendship between the people of the two countries, this flag is presented to you as representative business men of a city for which the people of Boston wish enduring prosperity.

"Mayor Curley has just opened a great public bathhouse in Boston which cost almost \$500,000. He invites all the young men and women of Halifax who are inclined to be athletes to come to Boston and participate in an aquatic tournament to be held in the month of August. To the winner of first prize in races, for men and boys, girls and women, his honor will present a suitable silver trophy."

AMERICAN 6/24/31

Curley Drank the Toasts Thinks Los Angeles Mayor Too Fussy

Mayor Curley, upon his return from Europe, said he was at a loss to explain why the Mayor of Los Angeles should raise such a fuss against drinking the common toasts in Europe.

The Mayor ducked none of these toasts, any more than did Calvin Coolidge when he raised the champagne glass to his lips and sipped of its contents in compliment to the President of Cuba at Havana.

If it were some concoction conceived by a Cleopatra or a Borgia for their unsuspecting swains, there could be an excuse for turning the glass mouth down upon the table.

But when it is an ambrosial nectar of rare vintage—alas, the language refuses to supply any words of extenuation for that social and gastronomical error.

The police figures have just come out of Los Angeles. They tell that in 1930 there were 17,823 arrests for intoxication and 1022 for drunken driving.

They exceed the drunkenness arrests the last year prior to prohibition by 2008, for drunken driving by 831.

Los Angeles, in common with the other American cities, paid more money for bad liquor, received neither taxes nor license fees for its public treasury and saw its court and enforcement expenses soar.

No wonder Europe, or any people with a sense of humor, refused to take the Mayors seriously.

Globe 6/24/31

POLL TAX BILLS FOR \$3 MAILED

Old Age Assistance Levy Included

William M. McMorrow, city collector, has mailed out poll taxes for 1931 totaling \$3 per head with the addition of the \$1 Old Age Assistance Tax.

The tax is due Aug 1.

On the tax blank in red letters are the words, "The Old Age Assistance Tax is for the purpose of providing old age assistance to persons above 70, in accordance with the provisions of Chapter 118A of the General Laws."

By blotting out "demand costs" and "interest" on the original tax bills, adding in red letters the amount and total of the new tax, all male inhabitants are acquainted with the fact that whether citizen or alien they must pay \$3 this year.

Herald 6/24/31

LEGION POSTS TO HOLD BIG PARADE TONIGHT

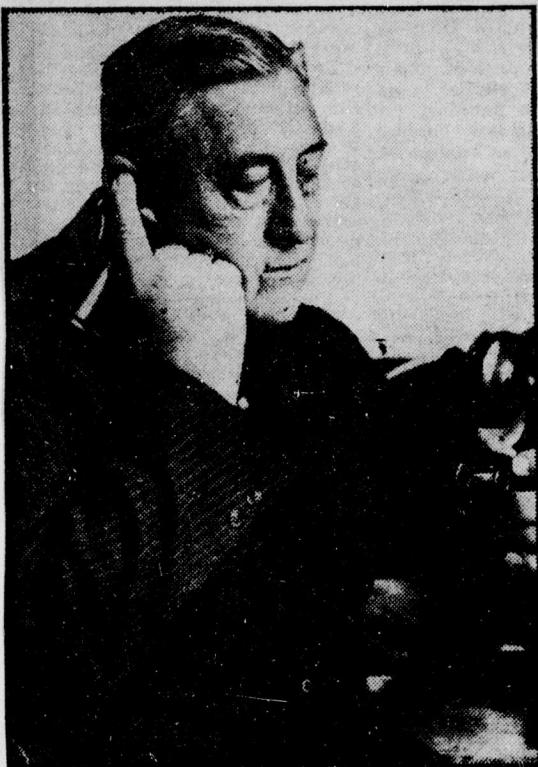
The Norfolk County Flying Circus, comprising 20 American Legion posts in Norfolk county, will stage a parade and mass meeting in Brookline tonight in the interests of a drive for new members for Brookline post.

The parade will start from the legion post quarters, Harvard street, at 8 P. M., will proceed along Harvard street to Coolidge Corner, then return over Harvard street to Washington street and the town hall. At the town hall and before the finish of the parade, the marchers will be reviewed by Brookline town officials. Mayor Curley of Boston, Joseph M. Barnett, national chaplain of the legion, Richard Paul, Massachusetts department commander, and Charles Flynn, department vice-commander.

Immediately following the parade the 40 & 8 will stage a "wreck," or initiation ceremony, in front of the town hall, weather permitting.

RECORD 6/23/31

Where Experience Counts



On the job at
65 is our
Police
Superin-
tendent
Michael H.
Crowley. The
"Super" is
shown here
receiving a
departmental
telephone
report in his
office at
police
headquarters.

There are times when an ovation to a public official carries a meaning beyond the personal popularity of the man in question. One refers to the recent warm greeting extended to Police Superintendent Michael H. Crowley at a "night before" banquet in Charlestown on the eve of Bunker Hill Day. Mayor Curley, just back from abroad, naturally received the greatest ovation. But Mr. Crowley was second.

The Crowley demonstration emphasized the high popularity of our police "Super." It also came as one more indication that the Boston public is "sold" on the idea of Mr. Crowley remaining in office, although he reached the departmental retirement age of 65 on January 18 of this year.

In accordance with the fixed routine, the Crowley retirement papers were forwarded to Mayor Curley at that time. But the mayor has not signed them and Mr. Crowley continues to function as superintendent, as he has for 16 years, efficiently and capably.

The mayor said, when he received the Crowley papers, that he would not sign them—and thus retire Mr. Crowley—until the latter should be physically incapacitated.

Age is merely relative. Consider Mr. Justice Holmes of our U. S. Supreme Court. At 90 he seems to gain in judicial force and clarity. Regard President Von Hindenburg of Germany, powerful at 83.

Mr. Crowley's long service in the police department has given him cumulative experience which is an important factor in his executive value.

TRANSCRIPT 6/23/31

Fire Chiefs

Open Ninth Convention

Concert by Fire Dept. Band on Library Steps Precedes Session in Mechanics Building

With more than 600 delegates in attendance, the ninth annual convention of the New England Association of Fire Chiefs opened this afternoon in Paul Revere Hall, Mechanics Building, following a concert by the Boston Fire Department Band on the steps of the Public Library in Copley Square and a parade of the delegates to the convention hall. The session was formally opened by President Selden R. Allen. The invocation was by Mgr. Francis A. Burke, chancellor of the archdiocese of Boston.

The procession to the hall was led by Fire Chief A. P. Woodward of Danielson, Conn., who was dressed in the ancient regalia of the fire department, flaming red shirt, white helmet and ax over his shoulder. Woodward is one of the oldest members of the fire chiefs' organization and he has been with the Danielson department for the past forty-three years. The delegates paraded into the exhibition hall and were welcomed by the shrieking of sirens and the clanging of bells which are on display by the sixty-seven exhibitors.

Mayor Curley delivered the address of welcome. There were brief addresses by Fire Commissioner Edward F. McLaughlin and Chief Henry A. Fox of the Boston department, and Theodore A. Glynn, former fire commissioner, responded to the address of welcome. After a roll call of the members who had died since the last convention and the memorial address by Thomas A. Mullen, a bugler sounded taps. The benediction was by Rev. Erville Maynard of The Cathedral Church of St. Paul.

HERALD 6/23/31
FROM BOSTON TO BOSTON

The tercentenary gift of \$56,000 from residents of Boston to the parent city across the sea is a fine token of the affection and regard which the metropolitan community of New England has for the picturesque little place of old England. St. Botolph's Church is especially dear to American Bostonians, regardless of race and creed. When the tower has been restored with the aid of the Boston donations, it will be a new link between the two places. This enterprise, carried out quietly by public-spirited citizens, is a fitting sequel to the exchange visits of Mayors Curley and Salter.

Unfortunately many counties, cities and towns of the new world have no particular interest in their far-off namesakes. Occasionally, as in the last few years, an English official drops in on New England and receives invariably a warm welcome. These are but little episodes in the life of a bustling American centre, but they deserve attention, as they serve the useful purpose of reminding the people anew that the two races are of the same stock and have the same ideals. Americans are better citizens for a realization of the common heritage, and certainly there is a great deal in our own attitude, culture, accomplishments and aims which are of great value to all Englishmen who require knowledge of them.

Herald 6/23/31

CURLEY LAUDS HOOVER ACTION

Tells Credit Men Debt Suspension "Contribution To Sanity"

President Hoover, in advocating suspension of foreign debt payments for one year, has set forth on a program which is a "contribution to sanity in the world and prosperity in America." Mayor Curley declared in an address at the opening session of the National Association of Credit Men's convention in the Hotel Statler yesterday.

The mayor asserted that only "an individual seeking election" could criticize the proposal for suspension. At the same time he aimed a jibe at Andrew Mellon, secretary of the treasury, whom he charged with previously opposing relief for foreign nations from their debts.

He defined the President's step as "following the dictates of St. Paul in the matter of faith, rather than the attitude of St. Andrew." He added, "Either that or St. Andrew" Mellon has been converted to the theory as expounded by St. Paul.

ARMED CAMPS

"No American who has had an opportunity to pass recent weeks in Europe, as I have, has returned without the impression of the nations being armed camps," Mayor Curley said. "The only way that trouble could be avoided was a strengthening of their faith in the bank of the world—the United States.

"There is no chance of the United States collecting the principal owed by Europe, under present conditions, except by war. No one would say that method would be worth the cost.

"If, by suspension of payments and interest for one year, can be restored some semblance of prosperity to Europe, and if, through buying power, some small portion of the prosperity trickles down the rivulets, channels and arteries of trade to the United States, no individual, other than one seeking election, will take issue with the President on anything so absolutely sound."

The mayor urged that the association take action approving the proposal, and also that they let their attitude be known on the proposal for creation of a federal industrial planning board. The latter measure, to be considered by the incoming Congress, would mitigate, if not entirely eliminate, periods of depression in future, Mayor Curley said.

1500 MEMBERS REGISTER

Approximately 1500 members of the association, from throughout the United States, registered yesterday for the first day of the week's session. The business session brought addresses of welcome from Gov. Ely and the mayor, and the keynote address was made by Stephen I. Miller, executive manager of the association.

Miller struck sharply at the pessimistic predictions of a "certain type of college professors of economics" who foresee unfavorable business conditions for many years. He predicted that within 60 to 90 days there will be indication that "we are lifting out of this morass of depression."

The association manager declared

business mergers, effecting widespread economies, "can become one of the greatest contributors to industrial stability."

"The people of the United States have learned that cut-throat competition brings neither service nor lasting prices," he said; "that economies resulting from vast production and distribution make possible lower prices; that the ownership of a corporation is not in the hands of a few captains of industry but is generally lodged in the hands of thousands of stockholders, and that the welfare of the great industrial units is a necessary part of the prosperity within the entire economic system."

Gov. Ely insisted that it is the duty of governments to borrow money to promote works providing employment in times of poor business. When business conditions are favorable, industry can provide the money for projects giving work, he said.

Frank S. Hughes of Boston, convention chairman, called the meeting to order and presented the presiding officer's gavel to William Fraser of New York, president of the organization. The invocation was by the Rev. Francis L. Phelan.

Among the speakers were: Ralph S. Jones, president of the Boston Credit Men's Association; the Rev. J. Whitcomb Brougher, pastor of Tremont Temple; George DeCamp, chairman of the board, Federal Reserve Bank of Cleveland, and Merle E. Robertson, assistant vice-president, National Shawmut Bank of Boston.

Conry Is Speaker at Unveiling of Statue of Halifax Founder

AMERICA-CANADA RECIPROCITY URGED

[Special Dispatch to The Herald]

HALIFAX, N. S., June 22.—There are more Nova Scotians in Boston than in Halifax, Traffic Commissioner Joseph A. Conry of Boston, representing Mayor Curley of that city, declared today at the unveiling of a statue of Col. Edward Cornwallis, who founded the town of Halifax in 1749.

In the presence of Prime Minister Harrington of Nova Scotia and Mayor Gastonquay of Halifax, Mr. Conry spoke in favor of reciprocity between Canada and the United States.

"The boast is often made," he said, "that 3000 miles of borderline between Canada and the United States has not a gunboat on the lakes, or an armed soldier or fort on land. This is all very good, but the rum boat has taken the place of the gunboat, while immigration inspectors, prohibition agents and customs officials continually harass the people of both countries among and between whom trade and social intercourse should flow just as freely as between the people of New York and Massachusetts."

Referring to the St. Lawrence river waterway, Mr. Conry declared that "in the event of negotiations in Washington to frame a treaty in respect to the waterway, some provision should be made that all future tariffs between the two countries should be drafted in the same manner as all other treaties, a senatorial judicial matter, and not the catch-as-catch-can method of local politics."

Tomorrow Mr. Conry will be the guest

of the Kiwanis Club of Halifax.

TRANSIT BOARD CALLS FOR TUNNEL BIDS

Also for Proffers to Build City's New Printing Plant

Bids for the construction of the approach to the Boston portal of the East Boston tunnel and of the section of the tunnel between Cross street and North square have been called for by the transit commission.

Section B of the tunnel will connect with the underwater tube now under construction by the Silas Mason Company. It is estimated that the cost will be about \$500,000 and that nine months will be required for completion.

The third section, for which bids will be asked later, will connect the terminus of the underwater tube at London and Decatur streets, East Boston, with the portal at Porter street.

Bids have also been asked for the construction of the new municipal printing department building to be erected above the tunnel in the North square plaza.

Post 6/23/31

SEVEN COLLEGIANS ON CITY SURVEY JOB

Seven collegians, engineering students at Tufts, Harvard, Tech and Northeastern, were put to work yesterday by Mayor Curley at \$5 a day to speed up the survey being made of the city by the assessing department for the purpose of making a revaluation of real estate for tax purposes.

The students during the summer vacation will assist the regular city engineers in the work of installing the block plan of property assessments which was started by Professor Charles J. Bullock of Harvard. Of the seven engineering students placed on the city payroll Tufts led with four, while Harvard, Tech and Northeastern each had one.

Ask Bids on Second Section of Tunnel

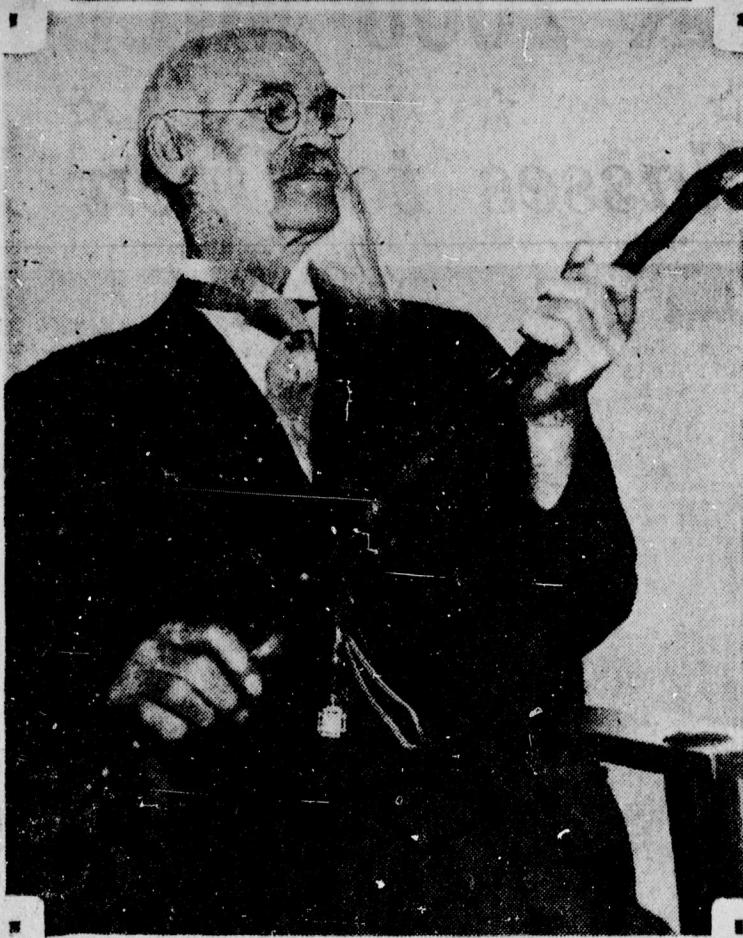
To speed up the construction work on the \$16,000,000 East Boston traffic tunnel, the under-water section of which is now under construction, the Boston Transit Commission yesterday asked for contractors to bid on the downtown portal between Cross street and North square.

Transit engineers estimate that the downtown strip will cost \$500,000 to build, but the bids which will be opened publicly by Colonel Thomas F. Sullivan, chairman of the commission, July 15, will determine the exact amount.

After the second section is well underway the Transit Commission will call for bids on the East Boston portal to connect the underwater tube at London and Decatur streets, with the northern entrance at Porter street.

AMERICAN 6/23/31

BLACKTHORN FROM MAYOR



A proud day was yesterday for Capt. Michael Sullivan. It was his 80th birthday anniversary. Along came a blackthorn from Ireland as a gift. It was from Mayor Curley. Healthy-happy at 80. One reason—a nap every afternoon. The photographer had to wait for the end of that nap. (Staff photo.)

RECORD 6/23/31

First Corps Cadets in Parade on Common

The annual demonstration by the First Corps Cadets will take place today on the Common. The Corps will march from the armory in Columbus ave. to the Common. A special detail of police will handle the crowds. The parade is scheduled to start at 5:30 p. m.

Curley to Dedicate East Boston Annex

Mayor Curley has announced that the addition to the East Boston courthouse will be dedicated next Tuesday at noon. The following day the cornerstone of the public welfare building in Chardon st., West End, will be laid.

GLOBE 6/23/31

"JUNO AND PAYCOCK" OFF FOR THE PRESENT

"Juno and the Paycock," a film of slum life in Dublin, will not be presented at the Fine Arts Theatre this week, but it is possible that it will be shown there at a later date.

Last night George Kraska, manager of the theatre, stated that he had not heard from the city officials as to whether or not it will be banned, and stated that, in view of the fact that City Censor John M. Casey, after a preview, had expressed the opinion that the picture was "repulsive and insulting to the Irish race and sacrilegious," he secured "The School for Scandal" and advertised it for this week as a substitute.

City Censor Casey, after 5 o'clock yesterday, stated that he had not seen Mayor Curley in regard to the play.

Mayor Curley yesterday afternoon said that he had not received any protest regarding the Irish film. He said that he had read the book, was familiar with the play and looked upon the present discussion as a publicity stunt.

Race, color or creed, said the Mayor, was not the test in the matter of censoring, but, instead, immorality.

C.L.U. AGENT TO CONFER WITH MAYOR CURLEY TODAY

At a meeting of the executive board of the Boston Central Labor Union at Wells Memorial Building last night, it was announced that Business Agent Harry P. Grages will confer with Mayor Curley at 11 o'clock this morning at City Hall in regard to a matter of importance to an affiliated union. The subject matter was not disclosed, as the conference was requested by the Mayor.

The board voted to call a special meeting of the delegate body Wednesday evening, July 1, to give the Labor Day committee an early opportunity to present its report.

A committee was named to confer with the Metropolitan District Commission at 3:30 tomorrow afternoon in relation to a grievance of members of Stationary Firemen's Union 3 over alleged discrimination.

WORK TO START AT ONCE ON NEW ANTELOPE HOUSE

Work will start immediately on the erection of an antelope house at Franklin Park. Mayor Curley yesterday announced that he had awarded the contract, amounting to \$47,000, to R. A. Rossi, Dorchester. The latter was \$1400 higher than the lowest bidder, but Park Commissioner Long recommended that he be given the job.

ADRIAN O'BRIEN GIVEN MAYOR CURLEY'S PICTURE

An autographed picture of Mayor Curley was presented yesterday to Adrian O'Brien, youthful Boston tenor, National Broadcasting Company star, making his first stage appearance this week at the RKO Keith-Boston Theatre, when he visited the Mayor at City Hall. O'Brien is winning great applause at each performance.

AMERICAN 6/22/31

Post 6/23/31

FINDS TABLET TO GEN. WOOD ERRONEOUS

Fire Hazard Is Eliminated by
the New Building, Says
Boston's Executive

The new \$650,000 administration building at City Hospital does away with the fire hazard of the old structure, Mayor James M. Curley declared today at the dedication of the building.

He said that over \$7,000,000 had been spent at City Hospital since the start of the reconstruction program in 1915, and that \$3,000,000 more would be necessary to complete it.

A memorial tablet to Gen. Wood, Spanish War hero and later governor-general of the Philippines, who became a member of the hospital staff in 1884, was unveiled by the mayor.

It was discovered that Philippine had been misspelled with two "T's" and one "p" in the words of tribute to Gen. Wood.

TITLE MISSPELLED

This part of the caption reads: "Military Governor General Phillipine Islands." The error will be corrected in the near future.

Mayor Curley recommended that buildings between Southampton and Albany sts. be razed to eliminate fire hazard to the hospital.

He further proposed that a \$400,000 model kitchen and model laundry be erected on the site of the old administration building. Pointing to the achievements of the hospital he showed that \$400,000 persons were handled in the out-patient department during the past year with not more than one legitimate complaint by any of them.

"In 1914, \$625,000 was spent on this hospital," he said. "In 1931 this figure was \$3,001,000, an increase of nearly 400 per cent. There were 742 employees in 1914, and there are 1742 in 1931."

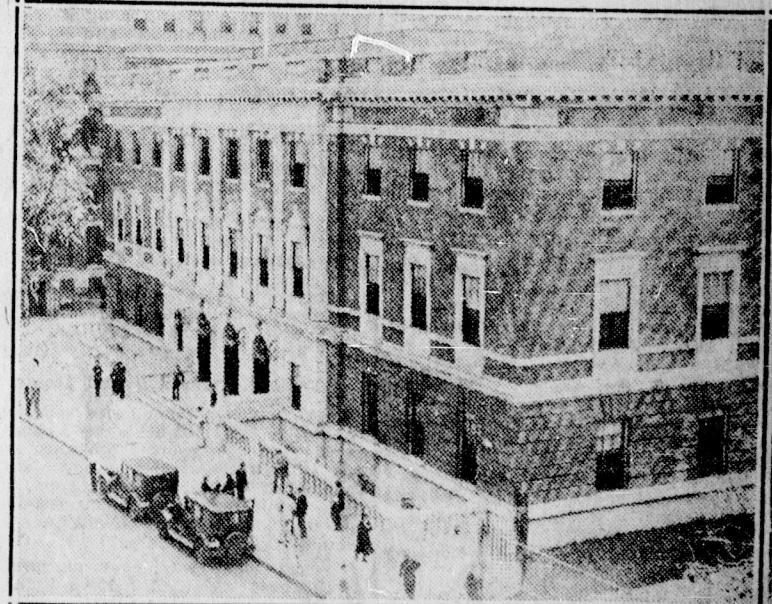
He showed that wages of hospital employees had increased over this period.

MAYOR EXTOLLED

Upon completion of the City Hospital program with the expenditure of \$3,000,000 more, Mayor Curley said Boston would have a complete medical institution that would need no additions for at least 25 years.

Mayor Curley was extolled as the "humane mayor" in the address of Joseph Manning, who accepted the building on behalf of the trustees. Ceremonies were held in the auditorium in the new building which fronts on Harrison ave. All executive departments of the hospital

Dedicate \$400,000 City Hospital Building



NEW ADMINISTRATION BUILDING OF CITY HOSPITAL
The new \$400,000 administration building of Boston City Hospital, on Harrison avenue, was dedicated with appropriate exercises yesterday by the Mayor and other city officials.

While the out-patient department of Boston City Hospital treats more than 100,000 persons every year, complaints regarding this branch of the hospital's service average less than one a year, Mayor Curley declared yesterday in paying tribute to the trustees of the hospital at the dedication exercises of the new \$400,000 administration building.

The unveiling of a memorial tablet in memory of General Leonard Wood by Commander Emory Griswold, State commander of the Spanish-American War Veterans, featured the exercises. It was discovered that in the wording of the tablet the word Philippines was spelled with two "f's." The error will be corrected in the near future.

Joseph P. Manning, chairman of the board of trustees, began the ceremonies with a brief address in which he paid tribute to Mayor Curley.

"I know of no man, in this city," he said, "who has more sympathy for the sick, the needy and the unfortunate than the present Mayor. He has always shown the greatest interest in this hospital and during the whole of

Plans to Attract New Industries to Boston

Plans to attract new industries to this city and to encourage those already established here were discussed yesterday by Mayor Curley in a conference at City Hall with officials of the Boston Chamber of Commerce.

The Mayor directed the municipal commercial, industrial and publicity bureau to co-operate extensively with the trade bureaus of the Chamber of Commerce for the purpose of aiding local industries and selling the idea of locating here to other firms.

HERALD 6/23/31 WILL PLAN TO KEEP INDUSTRIES HERE

Mayor to Co-operate in Efforts
—Hopes to Retain Radio
Corporation Plant

A conference attended by Mayor Curley and representatives of the chamber of commerce yesterday is expected to result in the formulation of a plan, with which the municipal commercial, industrial and publicity bureau will co-operate, to prevent the removal of industrial plants from Boston and to attract more.

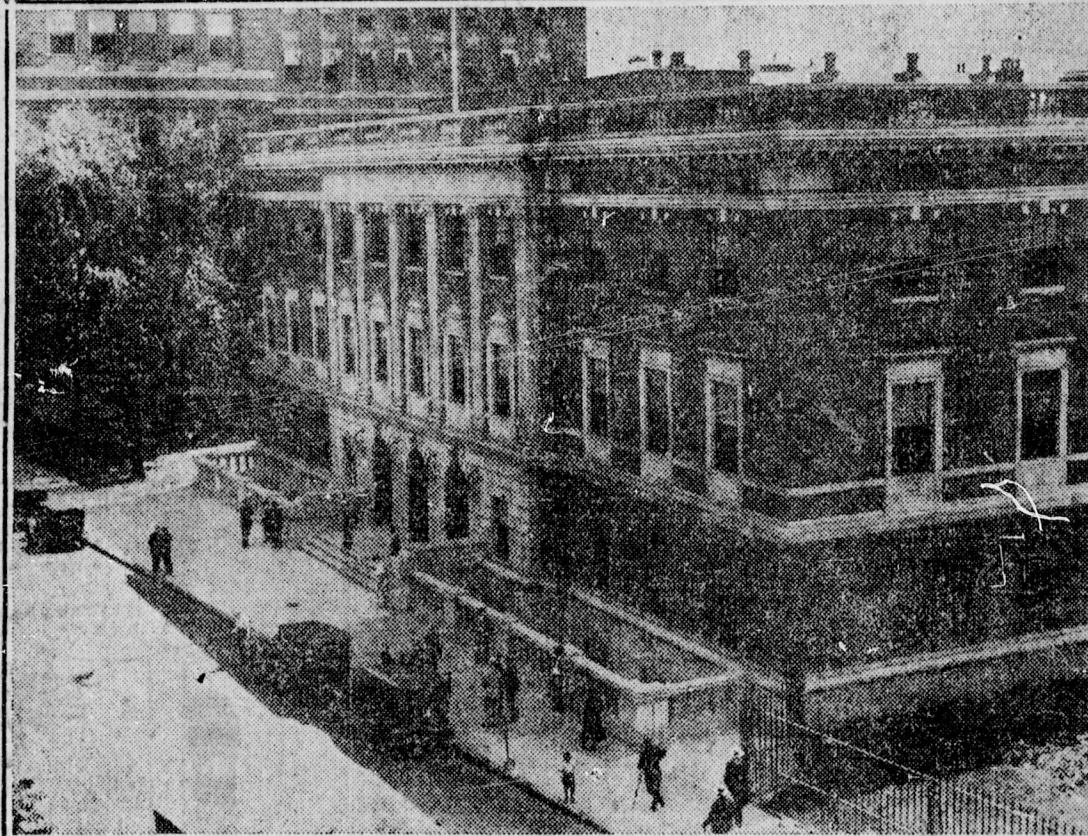
The mayor is somewhat apprehensive of the ultimate results of the policy of consolidating industrial plants which some corporations are following, and the recent decision of the Radio Corporation of America to transfer its Jamaica Plain plant to a larger factory in Camden, N. J., led him to seek the active co-operation of the chamber of commerce.

He is hopeful that his appeals to executives of the Radio Corporation of America will result in the reconsideration of the decision to abandon the Jamaica Plant which has furnished employment to upwards of 300.

Globe 6/23/31

BOSTON CITY HOSPITAL'S NEW ADMINISTRATION BUILDING IS DEDICATED BY MAYOR CURLEY

Plaque of Gen Leonard Wood, Once an Interne, Unveiled by Spanish War
Veterans—Doctors, Nurses and Employes Participate in Exercises



THE NEW ADMINISTRATION BUILDING AT BOSTON CITY HOSPITAL, WHICH WAS DEDICATED YESTERDAY

A plaque to the memory of Gen Leonard Wood, who once served at the Boston City Hospital as an interne, was unveiled yesterday by Spanish War veterans participating in the dedication of the new administration building of the hospital. Joseph P. Manning, president of the hospital board of trustees, presided at the dedicatory exercises. Mayor Curley and State Commander Emory Griswold, U. S. W. V., were the speakers. Commander Griswold unveiled the Wood plaque.

Mr Manning turned over to Mayor Curley the keys to the new building, which was erected at a cost of \$300,000, and expressed his admiration for the Mayor, who, he said, "has always shown the greatest interest in this

hospital and has stood out as the champion of appropriations for its enlargement."

"I know of no man in this great city who has more sympathy for the sick, the needy and the unfortunate than the present Mayor," said Mr Manning. "This building was initiated by him during his first administration as Mayor, and it is eminently fitting that he should be here today to dedicate it in his official capacity."

During the exercises, in which hospital employees, doctors and nurses participated, Capt. John D. Drum Camp, U. S. W. V., band played appropriate music.

Contrasting the changes in hospitalization today with the conditions that faced the city 15 years ago, Mayor Curley paid tribute to the trustees of the City Hospital for their wise plan-

ning. The Mayor pointed out that the only reward given trustees for their work is criticism and condemnation, but he reminded listeners that most criticism of hospitals and administrations comes from persons suffering mental as well as bodily torture.

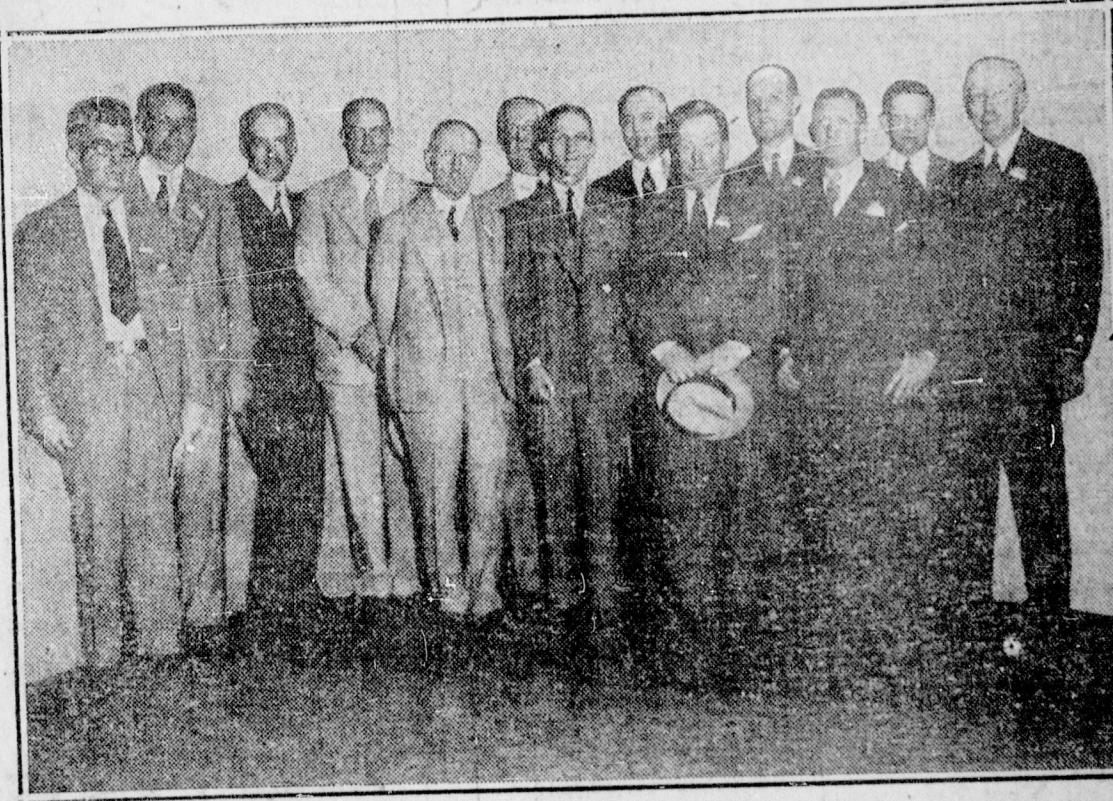
With the completion of two more buildings, one a model kitchen and the other for the pediatric section, Mayor Curley pointed out, the City Hospital will be entirely rehospitaled. There will remain standing none of the physical properties connected with the old and first hospital group. Everything will be new, modern and equipped with up-to-date methods.

The Mayor stated that he believed an expenditure of \$3,000,000 more would provide a hospital that would meet the needs of Boston for the next 25 years, or perhaps longer.

GLOBE 6/23/31

CURLEY PRAISES HOOVER'S MORATORIUM PLAN IN TALK TO CREDIT MEN OF NATION

Mayor Doubts U. S. Ever to Collect Principal Owed by Europe "Except by Recourse to War," Which, He Avers, "Would Not Justify the End"



DELEGATES' CONVENTION OF NATIONAL ASSOCIATION OF CREDIT MEN

Left to Right—J. P. Abernethy, Richmond, Va; Lester T. Watts, national director, Washington; William Fraser, president, New York; E. D. Ross, vice president, Portland, Or; Charles Colton, Boston; H. W. Kerr, Chicago; J. E. Vaughn, Cleveland; C. C. Gray, Boston; Walter Evensen, Chicago; W. E. Woempner, Indianapolis; J. Edward Stilz, Indianapolis; E. B. Hutchek, Spokane, Wash; E. R. Haven, Chicago.

If the suspension of payments on similar in character to the one we have witnessed during the past two years."

Sees Mellon Converted

In part the Mayor said:

"I confess that in common with many Americans I was just a bit critical at a recent utterance of the President of the United States when he suggested that the only thing necessary for the salvation of America and its people was faith, and I was wondering if it wasn't about time that he took the viewpoint of St Paul in the matter of faith rather than that of St Andrew Mellon.

St Paul said: 'Faith without good works is of no avail.' But, if we read aright the recent utterance of the President of the United States, St Andrew has been converted to the theory as expounded by St Paul, the good works in this case being perhaps the most hopeful contribution to the restoration of sanity in the world and prosperity in America.

"No American who has been priv-

ileged to journey through Europe during the past two years has failed to leave other than with the impression that it is a series of armed camps, and the only way that disarmament is possible in these communities is by lending financial encouragement from the bank of the world, the United States of America.

Doubts U. S. Ever to Collect

"Everyone realizes who has given any thought to the question that there isn't any possibility of the United States ever collecting the principal owed by the countries of Europe except by recourse to war, and the collection of the money by that method would not justify the end.

"If, by a suspension of payments on principal and interest for one year, we can restore some semblance of stability in Europe and as a consequence their buying power can be increased, and as a result a certain measure of prosperity may trickle down the arteries and avenues and channels of trade in America, then no individual other than one seeking an election will take issue with the President on a policy fundamentally sound.

"I think it rather significant that the announcement by the President of the United States should be made on the eve of the assembly of this splendid organization."

principal and interest on international debts for one year can restore some semblance of stability in Europe, the policy is fundamentally sound, according to Mayor Curley, in an address of welcome at the 36th annual convention of the National Association of Credit Men and Credit Congress of Industry at the Hotel Statler yesterday afternoon, attended by about 1200 credit executives from all over the country.

Mayor Curley devoted much of his address to a discussion and commendation of President Hoover's moratorium and also to economic conditions in general.

He urged the body to take up a position on the moratorium and also to give much thought to "an equally important project, the creation of a Federal Industrial Planning Commission. Such a measure is pending before Congress, so that we may at least mitigate, if not entirely prevent, depressions

POST 6/23/31

Credit Men Open Big Convention in Boston



Mayor Curley, in welcoming the 36th annual convention of the National Association of Credit Men and the Credit Congress of Industry to Boston yesterday, called for consideration of creation of a Federal Industrial Planning Commission, by which an economic policy for the country may in the future "mitigate, if not entirely prevent" industrial and commercial depressions in the future.

Such a federal establishment and policy is "everybody's business," affecting the 122,000,000 people in the United States, and is too great a task to delegate to any single organization now existent in the nation, he said.

The Mayor's welcome and message was delivered in the grand ball room of the Hotel Statler, where some 1200 delegates to the convention had gathered from all parts of the country.

"It is particularly fitting and pleasing," Mayor Curley said, "to be enabled to extend to an organization that is so intimately associated with the well-being or the misery of 122,000,000 Americans."

"I confess that in common with many Americans, I was just a bit critical at a recent utterance of the President of the United States when he suggested that the only thing necessary for the salvation of America and its people, was faith, and I was wondering if it wasn't about time that he took the viewpoint of St. Paul in the matter of faith, rather than that of St. Andrew Mellon.

"St. Paul said 'Faith without good works is of no avail.' But if we read aright the most recent utterance of the President of the United States, St. Andrew has been converted to the theory as expounded by St. Paul, the good works in this case being, perhaps, the most helpful contribution to the restoration of sanity in the world, and prosperity in America.

"No American that has been privileged to journey through Europe during the past two years has failed to leave other than with the impression that it is a series of armed camps, and the only way that disarmament is possible if these communities is by lending financial encouragement from the bank o

the world, the United States o America.

"If, by a suspension of payments o principal and interest for one year, we can restore some semblance of stability in Europe, and as a consequence their buying power can be increased, and as a result a certain measure of prosperity may trickle down the arteries of trade in America, then no individual other than one seeking an election will take issue with the President on a policy so fundamentally sound.

Dr. Stephen J. Miller, executive manager of the National Association of Credit Men, sounded the key note of the convention.

CONRY URGES RECIPROCITY

Traffic Head Speaker at Halifax Dedication

HALIFAX N. S., June 22—Reciprocity between the United States and Canada was urged by Traffic Commissioner Joseph A. Conry of Boston, speaking here today at exercises in honor of General Cornwallis. Commissioner Conry represented Mayor Curley. Prime Minister Harrington, Mayor Gastonquay and others spoke at the dedication of the monument to Cornwallis, who founded Halifax in 1749.

"The boast is often made," said Commissioner Conry, "that 3000 miles of border line has not a gunboat on the lakes nor an armed soldier or fort on land. Very good, but the rum boat has taken the place of the gun boat, while immigration inspectors, prohibition agents and customs officials continually harass the people of both countries among and between whom trade and social intercourse should flow just as freely as between the people of New York and Massachusetts.

"Greater Boston has more Nova Scotians as permanent residents than the population of Halifax. In the event of negotiations in Washington to frame a treaty in respect to the St. Lawrence waterway, some provision should be made that all future tariffs between the two countries shall be drafted in the same manner as other treaties, a senatorial judicial matter, and not the catch-as-catch-can method of local policies."

AMERICAN 6/23/31

CURLEY HAILS HOOVER PLAN AS REMEDY

Other Leaders in Boston Also
Look With Favor on
Hoover's Project

Approval of President Hoover's proposal for a one-year moratorium on war debt payments by European nations continues to be expressed by men prominent in official life as well as by experts in economics and finance.

Mayor James M. Curley, in commenting on the President's proposal today, said, he believed there was no possibility of collecting the total amounts owed America by European powers, "except by war," and that if suspension for a year would mean peace and promotion of business, "it is well worthwhile."

The statement of the mayor and of others on the proposal follow:

MAYOR JAMES M. CURLEY—I had been critical of President Hoover's utterance that faith is the only thing necessary for salvation. This is contrary to St. James' principle that faith without good works is without avail. St. Andrew (meaning Secretary Mellon) is evidently converted to St. Paul's theory. Among his good works is the recommendation that war debts be suspended for one year. This is perhaps the most hopeful contribution to sanity and security in the world and to prosperity in America. No American visitor to Europe has failed to return without the impression that it is a series of war camps. There is no possibility of the United States collecting the total amounts owed by European powers, except through war. If by suspending the war debts for one year we can restore some semblance of sanity to Europe, and preserve peace and promote business, it is well worth while. Every sane individual recognizes that the only way the total amount of war debts can be collected is by recourse to war, and that abandonment of obligations is far better than the price to be paid in blood and treasure as a consequence of war. I believe this is the first step toward permanent abandonment of the payment of reparations.

SEWERAGE AND PAVING WORK ORDERED

Mayor Indorses Projects That
Call for Expenditure of
\$90,186.15

New plumbing, new floors and painting in seven Boston public schools will be done as a result of the approval by Mayor Curley of contracts in the department of school buildings.

In addition to the school work contracts the mayor also approved paving projects in Wards 20, 12 and 9, totalling \$18,697.65 and two sets of sewerage and drain contracts, totalling \$38,000.00 and \$13,554.50, respectively.

The total contracts approved by the mayor reached a total of \$90,186.15.

The school projects are as follows:

Painting at the William Blackstone school, to D. Dugan & Son, second lowest bidder, amount \$2100. Lowest bidder withdrew his bid.

Plumbing work at the William H. Kent school, to William M. Collins Co., amount \$5265.

Plumbing work at the Old Gibson school, to Henry J. Lyons Co., amount \$5687.

New floors at the Henry L. Pierce school, to Joseph S. Freeman, amount \$1270.

Painting work at the Helen F. Burgess school, to Louis P. Steensen, amount \$1395.

Painting work at the Girls' Latin school, to M. L. McDonald Co., amount \$2777.

Painting at the George Putnam school, to J. Mannos & Sons, Inc., amount \$1440.

N. E. FIRE CHIEFS HEAR BIG BAND

Eight hundred delegates were present at the opening today of their four-day ninth annual convention of the New England Association of Fire Chiefs in Mechanics Building with prominent chiefs of several outside cities of the nation as guests.

Preceding the opening, a band concert was given on the steps of the Boston Public Library by the huge Boston Fire Department Band.

Thousands of listeners filled Copley sq. during the concert, after which the band escorted the chiefs to Paul Revere Hall, where the convention was called to order.

Chief Selden R. Allen of Brookline presided, assisted by Chief John W. O'Hearn of Watertown.

Mayor Curley, Fire Commissioner Edward F. McLaughlin, former Commissioner Theodore A. Glynn, Atty.-Gen. Joseph E. Warner and State Fire Marshal John W. Reth were scheduled to speak.

Curley to Dedicate East Boston Annex

Mayor Curley has announced that the addition to the East Boston courthouse will be dedicated next Tuesday at noon. The following day the cornerstone of the public welfare building in Chardon st., West End, will be laid.

Globe 6/23/31

DEDICATE FLATLEY TABLET ON JUNE 27

The dedication of a tablet to be placed in the press box at Braves Field in memory of Nick Flatley will take place Saturday, June 27, at 3 o'clock. Mayor James M. Curley will be the chief speaker. The tablet will be unveiled by "Nick's" mother.

This tablet is erected by the sports writers of Boston and the Boston Braves, in memory and appreciation of the life and service of Nick Flatley.

The committee in charge is as follows:

Hon James M. Curley, honorary president; Austin Lake, chairman.

The writers' committee: F. Burton Whitteman, James C. O'Leary, Paul H. Sparnon, William Cunningham, Howard Reynolds, Edward Hurley, Steve Mahoney, John Druhan, George Underwood, Joseph Cashman, Gus Rooney, Jack Malaney, Melville E. Webb and Edwin M. Rumill.

The Boston Braves' committee: Charles F. Adams, V. C. Bruce Wetmore, Albert M. Lyon, Edmund P. Cunningham, Jack Slattery, Fred Mitchell, Dick Rudolph and John Evers.

\$500,000 TUBE BIDS ASKED

Mayor Curley today announced that the Boston transit commission is asking for proposals for the building of section B of the under harbor traffic tunnel between Boston and East Boston, which will cost approximately \$500,000.

This section will be the Boston approach and will include the construction of a steel and concrete underground tube about 450 feet in length between Cross st. and North sq., North End, where it will connect with the under water section from East Boston. The latter is now under construction by the Silas Mason Co.

Bids for section B will be received July 15 at the office of the transit commission. The contractor will be given nine months in which to complete the work.

CURLEY THREAT AROUSES BOARD

School Committee Has Heated Session—Building Program Held Up

MAYOR WOULD CUT \$1,341,701 EXPENSE

A threat from Mayor Curley that he will refuse to approve a \$2,000,000 bond issue for high schools unless the Boston school committee holds up appropriations for two new schools in East Boston and Dorchester, last night produced the most heated private session ever held by the committee.

Appointment of one headmaster and four masters and the transfer of seven school principals occupied the committee at its special meeting. This is the largest number of changes in major positions for several years.

Once the appointments were out of the way, the threat of the mayor was vigorously discussed, and the committee refused to vote last night on the building program, which includes an annex of 12 classrooms to the Emerson school in East Boston, to cost \$242,500, and the construction of a 40-classroom intermediate school in Dorchester, to cost \$690,000.

Both these items are opposed by Mayor Curley. They are included in the program, to cost \$1,341,701.97, which was sent recently to the department of school buildings for a report. When the report is returned next Monday a sensational meeting is expected as the two factions on the committee, which have been waging warfare for two months, carry their battle on in the open.

BUILDING PROGRAM

The complete building program, which will take the entire appropriation of \$1,341,701.92 obtained by law through a levy of 68 cents on each \$1000 of valuation in the city follows:

| | |
|---|-----------|
| 1. Administration expenses | \$100,000 |
| 2. Rent of hired accommodations | 40,000 |
| 3. Agassiz-Bowditch district, Jamaica Plain: Furnish one intermediate school (Mary E. Curley) | 19,701.97 |
| 4. Thomas Gardner district in Brighton: Construction of an elementary building of kindergarten and five classrooms | 159,000 |
| 5. Furnishing of above building | 3,500 |
| 6. Longfellow district in Roslindale: Plans, construction and grading of kindergarten and two-classroom addition to the Mozart school; and veneer | |

| | |
|---|---------|
| with brick the present building | 85,000 |
| 7. Furnishing of above school | 2000 |
| 8. Emerson district in East Boston: Construction of an elementary annex of kindergarten, 12-classrooms and basement assembly room to the present Emerson building | 242,500 |
| 9. Phillips Brooks district in Dorchester: Plans and construction of a 40-classroom intermediate school with gymnasium, assembly hall, lunchroom and shops for boys and girls | 690,000 |

OTHER ITEMS APPROVED

All items except the schools in East Boston and Dorchester are approved by Mayor Curley. Those items which he approves total \$409,201.97. Those he does not approve total \$92,500, a little more than two-thirds of the appropriation.

Under the provisions of the bond issue it must be approved by the city council and the mayor. This the mayor has said he will refuse to do unless part of the sum allotted by law for new school construction is left unappropriated. The reason given by the mayor is that he wants to keep the tax rate increase as low as possible.

Under a "gentleman's agreement" with the Legislature the school committee is virtually confined to building high schools with the \$2,000,000 from the bond issue; and because of an agreement among the committee, a new girls' high school to replace the present structure will come first on any high school building list. The estimated cost of the new girls' high school is \$1,300,000.

Thus, if the school committee accepts the mayoral order and fails to appropriate the 68-cent levy, \$1,341,701, and its the bond issue, only \$700,000 will be available for construction when every one admits that new building construction is vitally needed to get young school children out of unhealthy and insanitary school buildings now being used.

If the committee elects to defy the mayor and appropriate the full amount as called for in the building program, there will be no money available for the high schools, which are also badly needed. To add to the confusion, Mayor Curley recently stated that every Boston student should be given a seat in a "modern, adequate, sanitary building."

WRANGLED FOR TWO HOURS

Faced with these facts, the committee wrangled for more than two hours. Because four votes are needed to override the mayoral veto, and only three are available, definite action on the matter was postponed until next meeting when the report from the department of school buildings will be ready.

The three members of the committee were exceedingly wroth at the pair who refused to vote on the matter last night, and in view of their feelings it is expected that appropriations will be freely discussed at the next meeting.

The sum of \$19,701.97, approved by the mayor, will be used to partly furnish the Mary E. Curley intermediate school in Jamaica Plain, named in memory of his wife. The school will accommodate 1540 students.

In the Thomas Gardner district in Brighton, the old Harvard school building, which was burned, will be replaced. The school would have an immediate capacity of 256 pupils, and later 550 pupils. The building would probably be occupied in 1931, and take care of children now housed in portables and using sanitaries in the burned building. Some children in this district now

travel to the Gardner annex, which, it is recommended should be abandoned.

The addition to the Mozart building in Roslindale has been promised as "relief" to residents of the district for some time. One additional classroom would be gained by the building of a kindergarten to replace the present one.

The annex to the Emerson school, considered one of the worst in the city, would accommodate 550 pupils. The school was built in 1865. By erecting the new structure the Noble annex, a two-room wooden building erected in 1898 which reduced play space by one-third, would be eliminated, as would two portables and an upstairs assembly room.

The intermediate in the Phillips Brooks district would take care of 1540 pupils. Construction of the school would eliminate eight portables in the Christopher Gibson district, a classroom in the Gibson hall and six classrooms in the Phillips Brooks hall, the Howard avenue annex in the John Winthrop district erected in 1896, and possibly the Howard avenue building, a six-room, two-story brick building, erected in 1892. These nine items represent the united opinion of the school committee and the board of school superintendents as being most vitally needed after all but essentials had been eliminated from a longer list.

PLAN TO FURTHER WIDEN L STREET

Work from Broadway to Emerson St. Planned

From an available balance of \$200,000 of the original appropriation of \$1,100,000 for the widening of L street, South Boston, and the reconstruction of the bridge destroyed by fire, the widening of the street from Broadway to Emerson street has been approved by Mayor Curley.

Completion of this addition to the original plans, made possible because of an unlooked for saving in the cost of replacing the bridge, will make L street a thoroughfare 70 feet in width from Summer street to Emerson street.

The end of the widened street will be about 1500 feet from the L street bathhouse but because of the character and the value of the residential property in this area, no further widening is contemplated by the mayor.

In preparation for the construction work which will be started within a few weeks the street commissioners have awarded damages of \$94,750 to the owners of property necessary for the widening. No betterments will be assessed.

The awards approved by Mayor Curley yesterday are: Robert A. and Genevieve A. Grimes, \$27,500; Goodwin Kostiuk, \$37,500; George A. Mooney, \$15,750; Giuseppe Denis, \$7500; Thomas McGowan, \$3500; Edward C. Mouradian, \$3500.

MANUSCRIPT 6/23/31

Irish Film May Not Be Seen in Boston

"Juno and Paycock" Status In Doubt as Theater and Censor Argue

To ban or not to ban seems to be the situation in regard to the film made from Sean O'Casey's Irish play, "Juno and the Paycock," which was to be shown at the Fine Arts Theater next week. Because of the opinion expressed by John M. Casey, clerk of the censorship board, when he viewed the film at a private showing at the theater yesterday afternoon, George Kraska, manager of the theater, was of the opinion that the film was automatically barred from Boston and announced that it would be withdrawn, in spite of preparations for its exhibition, and that a film of Sheridan's "The School for Scandal" would be substituted.

This morning, however, Mr. Casey declared that he had not said the film was banned and added that he had no power to say so. "I told Mr. Kraska," he said, "that I regarded it as a rotten picture, a repulsive picture, which was insulting to the Irish and also was sacrilegious and that I would so report to the board of censors."

Later in the day when reporters asked Mayor Curley whether or not he had taken any action, the mayor replied: "It looks to me as if the management of the theater is looking for a little free publicity. I have heard no word in regard to banning the film. I have received no protest on it. And no meeting of the censorship board has been arranged. Under the law, the only ground on which we can close a theater or ban the presentation of a film or play is that the presentation is immoral in so far as it applies to chastity. There can be no ban because of race, creed or color."

At the theater Mr. Kraska was unwilling to comment on the mayor's statement. It was pointed out, however, that the management had been to some expense in preparing for the showing of the film and that there was no intention of cancellation until Mr. Casey had expressed opposition. It was also understood that at the time of the mayor's statement, the latter had not been in conference with Mr. Casey and that consequently there had been no opportunity for Mr. Casey to submit his report.

The film derives from the play which was first produced by the Abbey Theater in Dublin and later was shown in London and New York. One other of O'Casey's plays, "The Plough and the Stars," also was shown at the Abbey, but his latest piece, "The Silver Tassie," was refused production there. The picture was made in England and was directed by Alfred Hitchcock, who is generally regarded as the best of the English film directors. It has been shown in London, New York, Chicago and Detroit. The play was once announced for production in Boston by Mr. and Mrs. Jewett at the highly respectable Repertory Theater.

When it was in New York, the Sun described it in part as follows:

"The first half of the picture is rich in humor. Captain Boyle, the Paycock, is a shiftless, swaggering fellow, succeeding at all times in evading work and in getting a drink when one is needed. His wife, Juno, shoulders all the responsibilities of the family, which includes a son who lost his arm in the

wars for Irish freedom, and a daughter, Mary.

"While the Paycock is strutting from one saloon to another or staying at home in ease with his inseparable drinking companion, Joxer Daly, Juno is seeing to it that there's food in the cupboard.

"Into their poverty-stricken lives steps a young and handsome lawyer, who tells them a legacy has been left them. The family begins to live accordingly, buying things right and left. The Paycock struts and talks more than ever, and is even high hat with his old friend Joxer. The legacy never materializes, however. Then tragedy strikes the little family. Mary's short but intimate acquaintance with the handsome young lawyer proves unfortunate.

"Then there is the occasional rattle of machine guns in the streets in the fights between the Free Staters and the Die Hards. Johnny, the boy, lives in constant fear of death. There comes the day when he is seized as an informer, taken out and shot. This occurs just as Juno's furniture is being removed from her home for the payment of debts."

HERALD 6/23/31

HOSPITAL'S OFFICE BUILDING DEDICATED

City's Administration Section Cost Over \$400,000

The new \$400,000 City Hospital administration building was dedicated yesterday and the keys to the building turned over to Mayor Curley for the city by Chairman Joseph P. Manning, president of the hospital board of trustees.

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Several hundred persons filled the assembly hall on the first floor of the new building for the dedicatory exercises. President Manning of the trustees presided and he introduced Mayor Curley and Comdr. Griswold. The band of Capt. John D. Drum camp, U. S. W. V., played during the exercises.

THANKS MAYOR

In introducing the mayor, Manning stressed the interest shown by the mayor in the City Hospital and thanked him for his support and cooperation. He credited Curley with furnishing the impetus for the hospital building program which began in 1915.

Mayor Curley spoke of the surprisingly few complaints against the hospital and its staff despite the fact that 400,000 visits are made by out-patients in a year. He said there was not more than one legitimate complaint in any one week of the year.

The mayor pointed out that the cost of hospital operation has mounted from \$625,000 in 1914 to \$3,091,000 in 1931, an increase of 400 per cent., while the increase in population of the city has been but 15 per cent. Salaries of employees have increased 150 per cent., he said.

BETTER EMPLOYEES

Then he added: "If men and women are underpaid and discontented it is impossible for them to develop that degree of temperament which will make conditions more pleasant for those under their care. As a result of increased compensation we have a better class of employees."

The mayor was loud in his praise of Dr. John J. Dowling, supervisor of the hospital and Dr. Manary, acting superintendent, and their associates.

The old building will be used temporarily as a children's hospital. When a new children's building has been erected the old administration building will be razed and a hospital kitchen constructed on the site.

Conry Urges Reciprocity in Halifax

Believes Boston and Nova Scotia City Should Get Together on Trade

Pacifist Move Fails

Commons Defeats Motion to End Cadet Training — Wheat Outlook Better

Ottawa, June 23 (A.P.)—J. A. Conry, Boston traffic commissioner, declared the term "reciprocity" in trade relations should mean more than a "pretty sentiment." He spoke at a luncheon in Halifax following the unveiling of a statue of Edward Cornwallis, founder of the Nova Scotian city. He cited the two centuries of intimate social and commercial intercourse as an example of the amity which exists between that city and Boston.

"We should get together on matters of commerce just as we get together and frame treaties on such matters as the St. Lawrence waterway," he said. "The time is bound to come when matters of economics will be treated in that way. The makeshift of political aspiration is too often bounded by local ambition to endure."

Globe 6/22/31

NEW TRAFFIC LIGHT UNIT PLEASES HURLEY

Engineer Finds System Running Smoothly on
Massachusetts Av



MAYOR CURLEY SWITCHING LIGHTS OF NEW TRAFFIC SIGNAL SYSTEM FOR MASSACHUSETTS AVE.

Traffic Engineer John F. Hurley today made an inspection tour of the unit No. 2 of the traffic light system on Massachusetts av, from Beacon st to Tremont st.

Mr Hurley made the inspection before 9 o'clock and found everything running smoothly. He said that at Beacon st and Massachusetts av, where he expected some delay, everything moved rapidly.

At Massachusetts av and Boylston st, traffic was a bit slow, owing to the various street car movements. He says that he believes people will find the new system successful.

Mr Hurley called attention to the fact that if operators drive at a speed of 20 miles an hour, they may go from Beacon st to Tremont st without stopping. It is useless for them to drive faster, as they will be stopped at each intersection by red lights if they do.

He pointed out that the police have been instructed to see that drivers move at once, when the green lights appear, unless pedestrians are crossing the intersection. Police have also been instructed to watch for drivers who start while persons are crossing in the intersection.

CREDIT MEN ARRIVE BY RAIL, AIR AND WATER

To Hold National Parley
and Congress of Industry

Credit executives of manufacturing, wholesale and banking establishments located in every part of the United States arrived in this city yesterday in special trains, special pullmans and air planes for the annual convention of the National Association of Credit Men, which opens this afternoon at the Hotel Statler.

Many delegates took advantage of the air routes, according to W. S. Swingle, convention director. Credit men from eastern cities near Boston, and a few from the Middle West, made the journey by air. Among these was Chester H. McCall, editor of Credit and Financial Management, the official publication of the association. Mr McCall attended the National Retail Credit Convention in St Louis during the past week, and is scheduled to take part in the opening events in this afternoon's program.

In addition to special trains from Louisville, Ky; Kansas City, Mo; Detroit, Mich, and Chicago, Ill, as well as some from the Pacific Coast, many delegates made use of water transportation from Philadelphia, New York and Richmond, Va.

The call to order by Frank S. Hughes of the Federal Reserve Bank of Boston will officially open the convention at 2 this afternoon. Mr Hughes is vice president of the association, and chairman of the convention committee.

He will present the gavel to Pres William Fraser of New York, and after the invocation, Gov Ely, Mayor Curley and Ralph S. Jones are slated to extend greetings to the convention for the State, the city and the Boston Credit Men's Association, respectively. George DeCamp of the Federal Reserve Bank of Cleveland will respond to the greetings.

Dr Stephen I. Miller, executive manager of the association, will close the afternoon's program with the keynote address, "The New Frontiers of Credit." He is expected to outline in his talk the major issues which are to be considered during the five-day session of the convention.

TRANSCRIPT 6/22/31

For Those Who Wait

Mayor Curley wrote a letter suggesting that permission be given by the Washington authorities for the pasturing of a cow on the post office site. The cartoonists and the other humorists were prompt to enlarge upon the general idea conveyed in the mayor's letter. The land behind the fence in Post Office square was soon represented as devoted to a swimming pool, a miniature golf course, and numerous other purposes far removed from the construction of a towering building. As far as Bostonians are concerned it may be said that the situation created by the mayor's letter has been much enjoyed by all.

But it appears that the latest delay in beginning the construction of the building is more apparent than real. The contractors send word that the steel was ordered as soon as the contract was awarded, that it is being fabricated, and that its erection will commence immediately after the first deliveries are made, about the middle of July. There is here reminder that as of old it was said bricks could not be made without straw, so in these twentieth century days our lofty towers cannot be built without steel. In view of the succession of real delays in its construction it is unfortunate that in the case of the post office the first steel columns could not arrive by the Fourth of July. Their presence in our midst might then be made to introduce something new to Independence Day celebrations. Placed on suitably decorated trucks they might be transferred to the building site with military and civic escort and an oration in which new treatment could be given to the old-time subject, All things come to those who wait.

For while we are assured that the contractors acted promptly in ordering the steel, the fact remains that the new post office will not stand as a monument to American efficiency. Since Congress authorized its construction greater buildings have risen in many places. The Empire State Building, greatest of them all, is an example. It rears its mooring mast 1200 feet aloft; the population of a good sized city does business behind its walls. Yet when the Boston Post Office was authorized, the Waldorf-Astoria was still standing on the site of the tower in which former Governor Smith now hangs his hat.

But as all things come to those who wait, the first red-painted steel column may be expected to rise in Post Office square within the next few weeks. It will have significance for many who have waited patiently for other desirable things. If at last the new post office arises in its dignity and glory, there may be renewed hope that in time Boston

will decide how to improve Copley square, that the Huntington avenue subway will get itself built, and that the Greater Boston will even see the electrification of the railroads within the Metropolitan District.

HERALD 6/22/31

FIRE CHIEFS PLAN CONVENTION HERE

N. E. Association Opens Four-Day Session Tomorrow

The largest exhibition of motor fire apparatus and fire fighting tools and implements of all kinds ever assembled is arranged in Grand hall, Mechanics building, in readiness for the opening tomorrow of the ninth annual convention of the New England Association of Fire Chiefs.

This display will be open to the public without charge during the four days of the convention. At 12:30 P. M. tomorrow the Boston fire department band will give a concert in Copley square and then lead a parade of the chiefs and their guests up Huntington avenue to Mechanics hall, where Chief Selden R. Allen of Brookline will open the convention.

Mayor Curley, Fire Commissioner McLaughlin and Chief Henry A. Fox will deliver addresses of welcome. There will be a memorial service and an address by Thomas A. Mullen, director of the municipal industrial, commercial and publicity bureau.

At 7 P. M. the Boston fire department will give a demonstration of high pressure fire streams at Congress street and Dorchester avenue with the fire boats participating from Fort Point channel.

On Wednesday there will be morning and afternoon sessions of the convention with a smoker, round table discussion and entertainment in the evening. There will be a morning session on Thursday and banquet in the evening in the Hotel Bradford tendered by the city of Boston.

The election of officers will take place on Friday morning. Chief Daniel B. Tierney of Arlington is chairman of the exhibit committee.

SUBJECTS FOR DISCUSSION

Subjects to be taken up during the convention include "Problems of the Small Town Fire Department," "A Model Arson Law," "Educational Programs and Training Courses for Firemen," "Limitation of Large Fire Streams" and "Forest and Brush Fires."

Among the prominent men to address the chiefs will be John S. Caldwell of the New England Insurance Exchange, Chief John M. Evans of New Orleans, Chief Joseph N. Sullivan of Utica, N. Y., president of the International Association of Fire Chiefs; Acting Chief Thomas F. Dougherty of New York city, Chief William C. Mahoney of Peabody, Chief J. W. Randlette of Richmond, Me., and Percy Bugbee of the National Fire Protection Association.

Chlobe 6/22/31

UNVEIL PLAQUE TO GEN WOOD

Administration Building, City Hospital, Dedicated

The new administration building of the Boston City Hospital was dedicated this morning, with a ceremony in which Spanish War veterans participated by unveiling a plaque to the memory of Gen Leonard Wood, who once served at the hospital as an interne. Joseph P. Manning, president of the hospital board of trustees, presided at the dedicatory exercises. Mayor Curley and State Commander Emery Griswold, U. S. W. V., were the speakers and Commander Griswold unveiled the Wood plaque.

Capt John D. Drum Camp, U. S. W. V., Band played during the exercises. The new administration building replaces an old landmark of the South End, the domed structure which for so many years housed the administrative offices of the City Hospital. The old building, which is now hidden from view with the erection of the new one in front of it, is to be torn down shortly.

In the presence of hospital employees, doctors and nurses, Pres Manning of the trustees turned over to Mayor Curley the key to the new building, erected at a cost of \$300,000.

"I know of no man in this great city who has more sympathy for the sick, the needy and the unfortunate than the present Mayor," Mr Manning said. "He has always shown the greatest interest in this hospital, and during the whole of his official life he has stood out as the champion of appropriations for its enlargement. This building was initiated by him during his first administration as Mayor and it is eminently fitting that he should be here today to dedicate it in his official capacity."

Contrasting the changes in hospitalization today with the conditions that faced the city 15 years ago Mayor Curley paid tribute to the trustees of the City Hospital for their wise planning. The Mayor pointed out that the only reward given trustees for their work is criticism and condemnation, but he reminded listeners that most criticism of hospitals and administrations comes from persons suffering mental as well as bodily tortures.

The Mayor called attention to the fact that 400,000 men, women and children are treated in the out-patient department annually and declared that an organization as large as the City Hospital must expect some criticism. He asked for cooperation on the part of all connected with the hospital, and expressed the hope that the public would become acquainted with what is being done in the institution.

With the completion of two more buildings, one a model kitchen and the other for the pediatric section, Mayor Curley pointed out, the City Hospital will be entirely rehospitalized. There will remain standing none of the physical properties connected with the old and first hospital group. Everything will be new, modern and equipped with up-to-date methods.

The Mayor stated that he believed an expenditure of \$3,000,000 more would provide a hospital that would meet the needs of Boston for 25 years.

TRAVELER 6/22/31

City Hospital Office

Building Is Dedicated



Mayor Curley and Commander Emory Griswold of the state department, U. S. W. V., at right, standing before the bronze plaque in memory of Gen. Leonard Wood when it was unveiled as part of the exercises dedicating the new City Hospital administration building.

New Administration Section Cost Over \$400,000; Plaque to Memory of Gen. Wood Unveiled

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The old building will be used temporarily as a children's hospital. When a new children's building has been erected the old administration building will be razed and a hospital kitchen constructed on the site.

HERALD 6/22/31

CREDIT MEN OPEN CONVENTION TODAY

1500 Delegates Expected to Attend Five Days' Sessions

Credit executives of manufacturing, wholesale and banking establishments all over the United States began to arrive here yesterday by special trains, special Pullmans and airplanes to attend the annual convention and the credit congress of industry of the National Association of Credit Men, which opens today at the Hotel Statler.

It is believed that about 1500 men will have registered at the hotel for the convention by this morning. The convention is to open officially at 2 P. M. today. It will be called to order by Frank S. Hughes of the Federal Reserve Bank of Boston, who is vice-president of the association and chairman of the convention committee.

Hughes will present the gavel to President William Fraser of New York, and following invocation, greetings to the convention will be officially extended by Gov. Elv for the state, Mayor Curley for the city, and Ralph S. Jones, president of the Boston Credit Men's Association, which is host to the national convention this year. The sessions will last five days.

TRAFFIC SYSTEM STARTED BY CURLEY

Mayor Throws Switch for New Lights in Back Bay District

A newly installed traffic lighting system along Massachusetts avenue in the Back Bay and South end, with the lights set for travel at the speed of 20 miles an hour, was set in operation yesterday by Mayor Curley, who threw the switch in the Fenway fire alarm building that started the lights.

The new system provides for travel at three miles an hour faster than that of the downtown area, where the lights are set to 17 miles an hour. More than 300 guests tested the new lights yesterday by riding along the circuit from Beacon street to Shawmut avenue at 20 miles an hour without stopping. Later Mayor Curley and Traffic Engineer John F. Hurley were principal speakers at a dinner at Hotel Kenmore.

Globe 6/22/31

TRAFFIC CONTROL LIGHTS NOW ON MASSACHUSETTS AV

Mayor Curley Pulls Switch That Starts System From Beacon to Tremont Sts—Can Drive at 20 Miles An Hour Without Stopping

Traffic at all intersections on Massachusetts av in both directions from Beacon st to Tremont st is now controlled by the automatic signal system. Mayor Curley pulled a switch in the basement of the new fire alarm station in the Fenway at 11:30 yesterday morning and turned on the lights, in what is known as unit No. 2 of the traffic control system.

An autoist starting on the green light at Beacon st can drive beyond Tremont st without a stop under normal conditions and in most instances can go from that point back to Beacon st by driving 20 miles an hour.

The Mayor, city officials and members of the Massachusetts Avenue Association went over the route without a stop at that speed. They then adjourned to the Hotel Kenmore, where luncheon was served.

Mayor Curley, in speaking there, told of the fine work of the association and urged its members to have the Back Bay Councilors vote for his airport development appropriation. He asked them to keep alive the interest in aviation in this city.

The Mayor predicted that in 10 years one may have breakfast here and take a plane stopping for dinner in Paris and having supper at Cairo. He may then step into a plane and return in time to go to work at 8 o'clock the following morning, the Mayor added. He said that he wanted to have an airport that could accommodate any ship, no matter how large, that might be built in the next half-century.

Arnold for Plan

Councilor Seth F. Arnold said that he was not against the airport development and had voted for the first appropriation. He said, however, in view of the depression that taxpayers have a hard time meeting their taxes and holding their equities. He did not think it was the proper time to place any extra burdens on the taxpayers.

Public Works Commissioner Rourke said that one of the commissioners spoke with a representative of one of the firms, which protested the awarding of the signal light contract. He quoted the member as saying that the

man told him that the city would have been foolish to have done anything but award the contract as was done.

He added, however, that the Good Government Association did not like the way it was done and attacked it and then the Finance Commission took the matter up. He said that after one of the protesting firms had received a letter of invitation to send a representative to a meeting of the Traffic Commissioners, a reply was received saying that the firm did not care to participate in the matter any further as the Traffic Commission had settled the matter six months ago.

Rourke said that the Traffic Commission took the advice of its engineering department in the matter and that it has a good engineering department. He said that the contract never bothered him, as he handled contracts amounting to \$6,000,000 last year while the light contract amounted to only \$32,000. He said that the Good Government Association or the Finance Commission never bothered him in the slightest.

Myer Moskow presided and the other speakers included Representatives George P. Anderson and Richard E. Johnston, Albert A. Sutherland, Clarence W. Rowley, George L. Sleeper and Jay I. Moskow, president of the Massachusetts Avenue Association and Guy Kelsey of the American Gas Accumulator Company, which installed the lights.

Band Escorts Mayor

The Oliver Ames Jr Post, A. L. Band gave selections at the fire alarm station and escorted the Mayor to the hotel, where it rendered a program.

Those present included Cornelius A. Reardon, secretary to the Mayor; Traffic Engineer John F. Hurley, Fire Chief Henry A. Fox and officers and friends of the Massachusetts Avenue Association. The committee in charge of the affair from the association which tendered the luncheon included; Joseph H. Brennan, Myer Moskow, George L. Sleeper, Clarence Rowley, Samuel Samuels and John J. Kelley.

Traffic Engineer Hurley in a talk on the new system said that although the cost of traffic control signals might seem heavy, he believed it would justify itself in the cutting down of the large number of accidents at intersections.

Post 6/22/31

STARTS NEW SIGNAL LIGHTS

Mayor Turns on System on Massachusetts Avenue

Following the switching on of the second unit of the automatic traffic light system yesterday morning by Mayor Curley, the city's chief executive took occasion to criticize Dr. Seth F. Arnold, city councillor from Ward 4, Back Bay, as an "obstructionist," in the development of the East Boston airport.

The Mayor's remarks were made at the luncheon in the Hotel Kenmore of the Massachusetts Avenue Association, Inc., as a part of the celebration of the turning on of the Massachusetts avenue traffic lights.

Mayor Curley charged that Councillor Arnold did not favor the use of the full amount appropriated by the Legislature for the development of the airport, voting against it.

The ceremony of turning on the signal lights by the Mayor was brief. After he posed for a photograph with Joseph A. Rourke, acting traffic commissioner, he threw a switch, remarking as he smiled, while doing so: "She's off!"

Other speakers included President Jay I. Moskow of the Massachusetts Avenue Association, Inc., George L. Sleeper, who told of an extensive building programme planned by the Christian Science Church as an aid to the unemployment situation; Clarence W. Rowley of the association; Acting Traffic Commissioner Rourke and Traffic Engineer John F. Hurley.

RECORD 6/22/31

Back Bay Traffic Light System Open

By throwing a switch at the fire department signal headquarters in the Fenway, Mayor Curley officially started the traffic signal lights in the Massachusetts ave., section of the Back Bay yesterday.

It was demonstrated that an auto starting on the green light at Beacon st. traveling at 20 miles an hour could go straight through without a stop to Shawmut ave.

TRANSCRIPT 6/22/31 Mayor Starts New Traffic System

Pulling a switch in the basement of the fire alarm station in the Fenway, Mayor Curley yesterday turned on the lights of what is known as Unit No. 2 of the traffic control system which means that traffic at all intersections on Massachusetts avenue in both directions, between Beacon and Tremont street, is now controlled by automatic signals.

The mayor, other city officials and members of the Massachusetts Avenue Association, went over the route without a stop at speed of twenty miles an hour. They then adjourned to the Hotel Kenmore where luncheon was served.

(M-7)

MICRODEX

No. 2



MICRODEX AUTHENTICATION GUIDE (M-II)

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